G. M. 1923

131 & 23

Sl. No: 1-4.

P. 118

Administration Report for the

Railway Dept for the year 1922-

- 1923

G.R.S. IX—5]

Previous references.
Gen 86-22-1

1923-24
Gen

File No. 131-23
Serial Nos. 1-4

Later references.
Gen 81-24 2031-3
Gen 81-24 Nos

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. Four (4)

Part B for January 1924.

SUBJECT

Administration Report of the Railway department for the year 1922—23

814 To the Supdt. Govt. Printing
No. S. 10849/Gen & 17-1-1924.

States that the Auditor's Report which forms appendix C. to the Administration Report on Railways need not be printed, and that only the Agent's Report and the statements may be printed and bound along with the Govt. Review which is under despatch separately.
No. S. 10850/Gen. & 17-1-1924 forwards a copy of above to the Secy. to the Govt. of Railways

Gen 2 Feb

1924

GENERAL AND REVENUE SECRETARIAT.

(1924)

NOTES.

File No. 131-2

FILE HEADING.

Administration Report of the Railway Dept for 1922-3.

From

No.	Dated	Received
Diary No.	Enclos. Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

W D 02219—GPB—3,000—2-11-22

Railway Secretariat | File No. 131 of 1923-4

Serial No.

P.W.D.

1) Letter No. 226 dated 10th/12th November 1923 received from the Agent, Mysore Railways, forwarding the Railway Administration Report for 1922-23 together with the report from the Auditor as an accompaniment.

---

2) The Administration Report of the Mysore Railways for 1922-23 sent herewith for perusal is a consolidated report of the working of the Agency and the various departments directly under the Agent. The Auditor's report is sent as an accompaniment.

Slip B

3) It is for the consideration of Government whether the publication of the Auditor's Report full is not calculated to bring about the strained relations which he refers to in para 7 of his report. It is the first indication that I have received that the relations of the Audit Office with the other Departments were not as cordial and happy as they could or ought to be. There will always be official differences of opinion but the Heads of Departments under the Agency are sufficiently experienced and broad-minded not to allow official disagreements to degenerate into personal animus. Personally, my relations with the late Mr. Lakshminarasimha Rao were always quite cordial and I saw no signs of any personal disagreement between him and the other officers of the D

at Officers' Meetings, or on any other occasion when we discussed matters together. On the other hand, I always found the Auditor sympathetic and prepared to fall in with the views of the Executive Officers so far as his duties permitted.

4) In a complicated undertaking dealing with the receipt and expenditure of many lakhs of -- rupees and governed by numerous Codes and -- account rules not always easily intelligible -- mistakes in procedure and occasional delays may be expected, but it is an exaggeration to say that the work was unsatisfactory all round as one would infer from para 6 of the Audit Report.

5) The apparent lapses referred to in Para 6 were due to the faulty procedure explained in Para 9 and steps have been taken to improve -- matters in the future. The report consists largely of audit objections without the explanation of the Agency and is in many cases a -- counsel of perfection that does not take into consideration the practical difficulties the staff have to meet in carrying out necessary works with the minimum of delay.

6) The report has to go to the Chief Secretary for review as ordered in G.O.No.1107-9/C.P 14-22-6 dated 4th September 1922.

Dewan)

12/11/23

DEWAN'S OFFICE
Received, on 15th NOV 1923
No. 3133

Immediate Board)

no. 1026
12-11-1923.

Qur 3190

WD 02219—GPB—3,000—2-11-22

Railway Secretariat | File No. 131 of 1923-24

Serial No.

16 NOV 1923 GOVERNMENT OF INDIA

16/11/23

16065

D. No. 1026 of 17/11/23

R.S.T. No. 346 of 1922

Admn. report for 1922-23 with Appendix A etc. & statistics

The report may be forwarded to the chief secy

J
10.11.23

GB
17/11/23

Chief Secretary with Compliments . . .

GB
16.11.23

CB
9 NOV 1923

Govt. Dir. 3032

Secy.

The two copies of the report received from him may be kept and now before the U. Secretary. A copy has to be sent to the Press to be set in type and printed copies kept ready for being bound with the first order ~~issuing~~ receiving the report.

20/11/23.

G. R. S. III—3]

ROUTINE NOTES.

[To be used only for notes, requisitions, etc., not intended for permanent record]

10) A draft is submitted forwarding one copy each of the Admn. Report of the Railway Dept. for 1921-3 to the Press. is put up for appl.

A.S.
3/12/23 11) Done & returned
Secy
3/12

8(2) To the Supdt, East Pointing.
No. G 9134 Q 5/12/23.
Forwards the report together with Appendix for being set up in type.

To: the Agent, Nagore Railways.
No. G 9135 Q 5/12/23.
Forwards copies of the above for information.

Resolve.
A.S.
5/12/23 12) Draft of review is put up for approval.

Mr: Dove Wilson raises the question whether it is desirable to publish the Auditor's report. Orders are required on this point.
Secy
19/12
(Chief Secy)

This does not seem to be necessary
Key B

DEWAN'S OFFICE
Recd. on DEC 20 1923
Reg. No. 4180

N. B.—Should routine notes be written on small slips, the notes must de copied, or slips pasted on this form.

WD 1680—GPB—1,50,000—2,5-21

Agreed
13) Approved
Secy
21/12
Secy
Chief Secy
21/12

G. R. S. III-21

General and Revenue Secretariat.

File No. 131 of 1923

Serial No.

568 / 26-12-23.

DEWAN'S OFFICE.
Rcvd. on DEC 31 1923
Reg. No. Le.Le 51

Cash 26/12

2nd Member).

14) Seen D. Chan re remitting 3 more d. 27/12 Cash

15) D.S.N is present. The 1st December being a leave, the file has not been sent to him. Cash 31/12

Dewan).

16) Withdrawn for records

Y/ 31.

Submitted & returned
Dewan's Office
Dec 31
1923

NOTE—Contn. sheet.

Submitted to His Highness.

I submit herewith for His Highness' gracious perusal the Administration Report of the Railway Department for 1922-23.

The draft of the review embodying the outstanding features of the operations of the Department during the year under report submitted herewith may be graciously approved.

Bangalore,
2nd January 1924.

DKR.

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

324
2-1-24

Administration Report of the Railway Department for 1922-23 and the draft review thereon.

Order.

~~KRM~~
7/1/24

Chief Secy
8 JAN 1924

ISSUE & RESUBMIT.

General and Revenue Secretariat. | File No. | of 192.

Serial No.

Administration Report of the Railway Dept for 1922-23 & the draft Review thereon -

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to the Members of Council for perusal of

*

His Highness' orders $\frac{\text{before}}{\text{after}}$ issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Govt.

Through the Secretary to Government,

.....Department.

5785/30/1

FIRST MEMBER OF COUNCIL.

SECOND MEMBER OF COUNCIL.

THIRD MEMBER OF COUNCIL.

The Under Secy, G. M.

NOTE—Contn. sheet.

Mono WD 1335—GPB—500—16-1-23.

M. Meal 4/1/24

G. R. S. III-21

General and Revenue Secretariat.

131

GM File No. ~~137~~ of 1923

Serial No. 3.

To The Secretary Railway Dept,
New Mount Mysore Railways.
The Commandant Fort
The Dy Superintendent of Police Mysore
No: 1075/- 4 dated the 15th January 1924
Review the Report.

P.T.O. for remarks re forwarding the Report & the Proceedings of the Auditors report

NOTE—Contn. sheet.

G. R. S. III—3]

G.Am · 131 — 23 — 12

ROUTINE NOTES.

[To be used only for notes, requisitions, etc., not intended for permanent record]

22) A draft U/S for Printing, requesting the return of the signed of the Auditor's report is submitted for orders.

M
19/1

23) Done
19/1

23)
A draft stating that the Auditor's Report need not be printed is put up. (Hide Secn's orders of 24/12)
M. Secn's orders

16/1

20) Done
16/1

24) Issued Q. 10849 D 17.1.24

Y. Pages of the notes.

Press Dns' bills (two printed copies) are received.

N. B.—Should routine notes be written on small slips, the notes must de copied, or slips pasted on this form.

WD 1880—GPB—1,00 000—2 5-21

MRM—A 271—1000—13.4-23

(A. 1.)
12

All communications should be addressed to the Agent, Mysore Railways, Mysore, TITLE not BY NAME.

MYSORE RAILWAYS.

No. 926

Encs: Three reports
Three abstracts
Two sets of Statistical Statements & Graphic chart

CENTRAL OFFICE,

Mysore, 10th November 1923.

12-11-23
1026 GB
12.11.23

From

C. DOVE WILSON, Esq.,

Agent, Mysore Railways,

MYSORE.

To

The Secretary to the Government of Mysore for Railways,
Mysore.

Sir,

Administration Report for 1922-23.

I have the honour to submit herewith a consolidated report on the Administration of the Railway Department during 1922-23 in triplicate, together with the usual appendices to the report. The report received from the Auditor, Mysore Railways, is forwarded herewith as an accompaniment to the consolidated report. The graphic chart showing the capital outlay etc., is also enclosed.

I have the honour to be,
Sir,
Your most obedient servant,

Agent,
Mysore Railways.

CHANGES IN THE STAFF, ETC.-

Mr. C. Dove Wilson, was in charge of the offices of the Agent and Engineer-in-Chief and Secretary to Government for Railways, except from 30th May 1923 when he went on 4 months' leave and Khan Sahib Abdul Aziz Khan, Traffic Manager, acted for him as Agent and Secretary to Government, in addition to his own duties. Mr. R. E. Bury, the Loco & Carriage & Wagon Superintendent, resigned his appointment on the 11th April 1923, and until the new Loco & Carriage Superintendent, Mr. E. J. Kelly, was appointed in his place, Mr. K. Gopaliengar, Assistant Loco Superintendent, was in charge of the Department for over two months. During the absence of Mr. Dove Wilson, Mr. K. Sreenivasaiengar, Senior Executive Engineer, was appointed as Superintendent, Ways and Works, to be the head of the Engineering Department. The late Mr. T. Lakshminarasimha Rau, was Auditor till 11th May 1923, from which date he went on privilege leave owing to ill-health, and Mr. A.N. Raghavachar, was appointed as Auditor-in-Charge and continued to be such till the end of the year. Mr. G. N. Ranganathan, was appointed as Assistant Agent (Accounts) and Assistant Secretary to Government in place of Mr. S. K. Rajagopala Iyer, who reverted to the Traffic Department as Assistant Traffic Manager. At about the end of the official year, the services of Mr. H. Rangachar, Assistant Traffic Superintendent, Shimoga, were requisitioned by the Government

Director

Director, Mysore Iron Works, Bhadravati, and his services were lent for three months from 28th June 1923. Mr. T. Nagappa, Traffic Inspector, has been acting for Mr. Rangachar.

The history of the several Railways in Mysore constructed and in progress is given in detail in Appendix. A.

OPEN LINES.-

LINES WORKED BY THE MADRAS AND SOUTHERN MAHRATTA RAILWAY COMPANY.

Mileage and Capital Outlay.- The lengths of the Open Lines belonging to the State and worked by the Company remain the same as during the previous year.

	Mileage.	Capital Outlay.
Broad Gauge.	9.88	Rs. 12,25,725
Metre Gauge.	261.60	Rs. 176,24,636
	271.48	Rs. 188,50,361

Results of working.- The Gross Earnings during the year on the Mysore State Railways worked by the Company amounted to Rs. 44,40,015 as against Rs. 39,42,399 for the previous year showing an increase of Rs. 4,97,616. The Working Expenses of the two years were Rs. 28,00,018 and Rs. 28,03,122 respectively showing a decrease of Rs. 3,104. The percentage of net return on Capital outlay of Rs. 1,88,50,361 worked out to 8.7 per cent as against 6.06 per cent of the preceding year. Deducting from the net earnings the share payable to the working agency viz.,

viz., ₹ 40,477 and the interest charges amounting to ₹ 7,81,801 on the Capital provided by the Company and the State after the year 1907, the balance of net earnings viz., ₹ 8,17,719 represents the net gain to the State; as against ₹ 2,62,734 in the previous year. The increased receipts are chiefly due to the increase in Manganese traffic from the Birur-Shimoga branch and to the receipt of hire from the Mysore Railways for stock to carry this traffic; also to increased carriage of Coal and materials for the Bhadravati Iron Works. The Working Expenses are not actuals but bear the same ratio to the working expenses of the whole system as the gross receipts of the sections worked by the Company bear to the gross receipts of the whole system, including those of the sections under report.

LINES WORKED BY THE STATE.-

The length of Open lines worked by the State remained the same as last year. The details of Gauges and the Capital cost are :--

	Mileage.	Capital Cost.
Metre Gauge.	263.60	₹ 234,97,329
2' - 6" Gauge.	102.20	₹ 40,21,277
Tarikere-Narasimharajapura and Tadasa-Hebbe Tramways.	36.20	₹ 10,53,766
	402.00	₹ 285,72,372

Capital Outlay.- The additional Capital expenditure during the year amounted to ₹ 16,97,245 being made up chiefly by ₹ 8,97,080 on account of additional

additional locomotives and Rs. 82,820 being the Capital share of renewals of permanent way. The other important Revenue programme and Capital works which were in progress or completed during the year, are enumerated below :--

Bangalore-Mysore-Nanjangud Section.-

1. For a length of 12 miles from Bangalore the old permanent way laid with 41½ lbs. rails was renewed with 60 lbs. steel rails laid on jungle-wood sleepers supplied by the Forest Department. Without the help of any outside labour the whole linking work was completed by employing only local labour supplemented by men selected from the permanent way gangs on this section.

2. The Loco yard at Mysore was completely remodelled and a new engine shed to accommodate the Metre Gauge engines was erected.

3. The Saloon shed in Mysore yard was extended to house the Metre Gauge State Saloons which were transferred to us for maintenance from the Madras and Southern Mahratta Railway.

4. To provide accommodation for the Audit Office which was transferred from Bangalore, additions and alterations were made to the Exhibition Buildings in Mysore at a cost of Rs. 10,000.

5. A new Machine shop with connected sidings was constructed to provide accommodation for the machines newly purchased and brought from Bangalore in connection with the shifting of the shops to Mysore.

6. To facilitate the early shifting of the Workshops from Bangalore to Mysore, the following staff quarters were built during the year :--

(a) 14 blocks of temporary quarters of 5 Units each for workmen.

(b) 7 units of permanent 'C' type quarters for Clerks and Foreman.

(c) 6 units of Firemen's quarters and a Bania Shop for the convenience of the staff.

7. In connection with the running of the G/S class engines on the Bangalore-Mysore section, the strength of all the girders on the Bridges on this section was investigated and 15 spans of girders which required immediate strengthening were either duplicated or replaced by stronger girders. One 30' span girder was purchased to replace an old girder between Mysore and Kadakola, which was weak and not in good order. The released girder will be sent for use on the Tramways.

8. With a view to improve the watering arrangements at Bidadi and Maddur, new Well constructi was started at the former place and masonry tank stagings were started at the latter place.

9. To increase the capacity of the line for running more trains during Dasara and other heavy traffic seasons, work on a new crossing station at Byderahalli between Yeliyur and French Rocks was started and good and rapid progress was made on all works connected with that Station.

Apart from the above special important works, during the year, the whole permanent way, whose renewal was long overdue, was much strengthened

by

by introducing new bearing plates to rectify the [illegible] of the rails and by adding extra sleepers on curves and by replacing a large number of old and decayed sleepers with new jungle-wood sleepers. Special care was taken to correct creep and renew the defective fishplates. A good deal of broken stone ballast was spread on the line. In spite of the old and worn condition of the rails, by the special efforts, a good running road was kept up.

Birur-Shimoga Section.-

The Bhadravati Station yard was extended to handle the fuel trains efficiently. The new 50 feet mixed gauge Turn Table was erected at Bhadravati. The turn-table pit and the erection of the 50 feet turn-table at Shimoga was completed.

Four new fuel sidings were completed between Bhadravati and Tarikere to handle fuel traffic of the Iron Works. Proposals for a bridge to the Bhadra right bank channel below the line at mile 24/17 were worked out and necessary deviation works were completed.

The construction of an over-bridge to carry the Bhadravati-Joldhal Tramway was started and the masonry work was almost completed.

Mysore-Arsikere Railway.-

The new Goods-shed at Nosagrahar and the Loco well at Bageshapura were completed. A good deal of broken stone ballast was spread on the line, besides removing a number of infringements from rock cuttings. Additional sidings were laid in the Central Workshops area.

Kolar

Kolar District and Bangalore-Chickballapur Railways.-

During the year under review, besides the usual revenue works, good progress was made on the extension of the station building at Chintamani, to provide waiting accommodation for the third class passengers.

Additions and alterations have been made to the station buildings at Chickballapur to provide waiting accommodation for the third class passengers. A new Loco well was constructed at Yelahanka.

Tarikere-Narasimharajapura Tramway.-

Improvements in alignment to the extent of ₹ 20,000 were carried out by easing off sharp curves and re-constructing bridges.

Two new bridges were built at miles 3¼ and 3¾ and another deviation with 2 bridges between miles 7¼ and 7¾ was completed. Two timber sidings between Lakkavalli and Tadasa and two fuel sidings between Duggalapura and Rangenhalli were laid to handle traffic offered by the Forest Department.

Tadasa-Hebbe Tramway.-

Two important trestle bridges on this line at miles 2.71 and 4 were found to be too weak for 5 ton axle load engines and it was decided to have intermediate piers of brick masonry. Work was started on three piers.

At the end of the financial year 1922-23 when the Iron Works were entrusted to a Board of Management, the tramways belonging to the Iron Works both Open line and Construction along with the

staff

staff were transferred from the Railway Department to the Board of Management. The total cost of these Tramways which was adjusted to the debit of Mysore Iron Works amount to R. 43,10,153, of which R. 17,48,393, was the outlay during 1922-23.

The following was the state of progress made on the various Tramways at the time of transfer :--

The Kemmengundi-Bhadravati Tramway.-

The line between Bhadravati and Beeranhalli was ready for running fuel trains by March 1923. The construction work on the last section from Beeranhalli and Tanegebyle - the terminus of the Rope-way from Kemmengundi Hill top, 2.85 miles in length, was started and about 75 per cent of earthwork was completed during the year under report.

The Agasanahadlu-Bhadravati Tramway.-

Full length of the line was completed for fuel traffic. Agasanahadlu station was built as a Junction station on the Tarikere-Narasimharajapura Tramway.

The Bhadravati-Joldhal Tramway.-

This is another 2 feet gauge line financed from the State funds and intended for carrying fuel to Iron Works at Bhadravati from the forests. Construction work was started on the first 8 miles of this line. Most of the earthwork and bridge-work was completed during the year under review.

Analysis

ANALYSIS OF GROSS EARNINGS.-

The gross earnings of the State worked lines during the year under report amounted to Rs 32,02,564 as compared with Rs 30,04,082 in the previous year showing an increase of Rs 1,98,482. The increase of Rs 1,98,482 under Gross earnings was chiefly due to increased mineral traffic on the Birur-Shimoga section. The traffic compares as under with that for the previous year :--

	1921-22.	1922-23.
(1) Passengers No.	38,21,326	33,09,160
(2) Do. earnings.	18,05,541	18,46,322
(3) Coaching other than passengers.	2,08,448	1,84,968
(4) Goods carried Tons.	2,48,674	3,46,491
(5) Receipts from Goods traffic.	9,46,934	11,17,214
(6) Miscellaneous receipts.	43,160	54,260

During 1922-23 the number of passengers carried was 5,12,166 less than in the previous year; this falling off was principally due to the fares having been considerably increased at the beginning of the financial year, the increase in ordinary 3rd class fares being from 3 pies to 4 pies per mile, or 33 per cent. This increase had the effect of not only greatly reducing the number of passengers but also to some extent the receipts. In February 1923, the Administration, with the sanction of Government, reduced the fares so as to bring the ordinary 3rd class fares on the Metre Gauge to 3½ pies per mile and on the 2 ft. 6 in. Gauge to 3¼

pies

pies per mile. This reduction had the effect of increasing both the number of passengers and the receipts slightly over the figures from the corresponding period of the previous year, the net result being that the receipts from passengers were Rs. 40,781 greater than in the previous year.

The passenger and freight-ton mileage on the different lines compared with the previous year was as under :--

(In thousands).

	Passenger Miles.		Freight-Ton Miles.	
	1921 - 22.	1922-23.	1921-22.	1922-23.
Metre Gauge.	78,399	68,966	13,101	15,662
Narrow Gauge.	17,074	14,256	1,196	1,197
Tramways.	838	799	66	194

The number of tons carried during the year is more by 97,817 tons compared with 1921-22 and this accounts for the increase in freight-ton miles.

Train working during the year gave the following results :--

Average No. of passengers carried in a train.-

(Passengers.)

	1921-22.	1922-23.
Metre Gauge.	214	213
Narrow Gauge. (2'-6")	175	139
Tramways. (2'-0")	69	68

Average load of the Goods train.-

(Tons Net.)

	1921-22.	1922-23.
Metre Gauge.	137.51	162.97
2'-6" "	32.05	32.18
2'-0" "	5.05	14.69

Average

Average rate per Ton of Goods per Mile.-

(Annas.)

	1921-22.	1922-23.
Metre Gauge.	1.00	1.01
2'-6" "	1.25	1.34
2'-0" "	2.98	2.43

ANALYSIS OF WORKING-EXPENSES.-

The table below shows the distribution of the expenditure for 1921-22 and 1922-23 between the various abstracts together with percentage thereof compared with Gross Earnings.-

Abstract..	Particulars.	1921-22 ₹	Percentage on Gross Earnings.	1922-23 ₹	Percentage on Gross Earnings
A.	Maintenance of Way, Works & Stations..	4,70,570	15.66	6,33,394	19.70
B.	Locomotive Expenses	10,49,931	34.95	10,50,774	32.81
C.	Carriage & Wagon Expenses. ..	1,93,238	6.43	2,21,137	6.90
D.	Traffic Expenses ..	3,91,028	13.02	3,57,817	11.17
E.	General Charges (Secretariat, Agency, Audit, Police,etc.) ..	3,37,444	11.23	2,89,130	9.05
G.	Special and Miscellaneous Expenditure. ..	1,97,544	6.58	1,68,039	5.25
		26,39,755.	87.87	27,20,291.	84.94

The working expenses of the two years 1921-22 and 1922-23 were ₹ 26,39,755 and ₹ 27,20,291 respectively showing an increase of ₹ 80,536. The net earnings amounted to ₹ 4,82,273 against ₹ 3,64,327

of

of the previous year. The percentage of return on Capital outlay works out to 1.66 per cent against 1.36 in the previous year, the ratio of working expenses to Gross receipts being 84.94 in 1922-23 as compared with 87.87 in 1921-22.

The expenditure on programme works and special charges during 1921-22 and 1922-23 amounted to Rs. 1,14,212 and Rs. 2,73,164 respectively, being a percentage of 3.79 and 8.52 on the gross earnings of the respective years.

These special charges are mainly due to arrears of maintenance of Permanent way and Rolling stock that have accummulated during the war period. They are non-recurring charges but owing to the want of a reserve or depreciation fund, they have to be included in the year's working expenses. Deducting the expenditure on programme renewals and the special charges, the actual ordinary working expenses, including Administration and Audit, amounted to 76.42 per cent of the earnings as compared with 84.08 per cent in the previous year.

The fall in the ordinary working expenses is due to less outlay on joint station expenses and shunting charges and reduced expenditure under General charges due to the abolition of the appointment of a whole-time Railway Secretary and less expenditure under "Police " and "Indian freight charges on Stores."

The ratio of working expenses to gross earnings on the Mysore Railways is high compared with the results obtained on larger Railway systems as, within reasonable limits of six or seven thousand

miles

miles, overhead charges per ton-mile and per passenger-mile decrease as the size of the system increases. This recognised maxim in railway working has led to the grouping of the numerous railways in Great Britain into only four railways and also to proposals to group the railways in India so as to reduce the cost of management. Further, the Mysore Railways consist of detached ~~gauges~~= feeder lines on three different gauges bringing valuable additional traffic to the Madras and Southern Mahratta Railway at comparatively little benefit to this Railway owing to the relatively short lead. As an example, the manganese traffic from Shimoga to Marmagao which is the heaviest traffic on the Mysore Railways is carried only 37.92 miles on the Mysore (Birur to Harihar) Railways as compared with 80 miles/on the Madras and Southern Mahratta Railway, and traffic to and from the Madras and Southern Mahratta Railway for the Iron Works at Bhadravati is carried only 28 miles on the Mysore Railways. The small receipts on the Birur-Shimoga section due to the short lead are still further reduced by the hire that has to be paid for the foreign wagons in which most of the material is carried. Owing to the severe gradients on the Metre gauge sections, 1 in 70 between Bangalore and Mysore and 1 in 80 between Birur and Shimoga, working expenses are necessarily higher than on lines with gradients not steeper than 1 in 100 where the state of the permanent way and bridges allows engines of equal or greater power to be used.

ROLLING STOCK.-

At the close of the year 1921-22, the Mysore Railways had 37 Engines, 154 Coaching vehicles

vehicles and ~~509~~ Goods vehicles. The additions placed on the line during 1922-23 were as under :--

(1) Engines.	G/S Class M.G. from Vulcan Foundry. ..		4
	M/S type Kerr Stuart Engines. ..		2
	E class tender Engines, Narrow Gauge.		3
			9
(2) Coaching Vehicles.	Metre Gauge.		6

Two "N" class Metre Gauge Engines built in 1877 had to be condemned being unfit for further service and one "N" class Engine built in 1882 was sold to the Iron Works. Two other vehicles viz., 1 B.L.T., and 1 T.C., were also condemned. The stock on the list was therefore as under on 1st July 1923.--

	Engines.	Coaching Vehicles.	Goods Vehicles.
Metre Gauge.	29	127	391 ~~389~~
Narrow Gauge.	10	24	89
Tramways.	4	4	36

Electric lighting is being substituted for gas as we have no means of making gas on the Mysore Railways.

Of the total number of 127 Metre Gauge and 24 Narrow Gauge coaches, 50 coaches of the Metre Gauge and 14 of the Narrow Gauge, making a total of

64, have been provided with electric lights. 87 of the Metre Gauge vehicles which are now provided with gas lights and 10 Narrow Gauge vehicles now lighted with oil, will all be altered to electric lighting as occasion permits.

REPAIRS TO STOCK.-

The expenditure under this head is heavy owing principally to the large number of Engines, carriages and wagons which have exceeded the limits of their useful life being retained in use. The Mysore Railways cannot claim to be exceptional in this respect as the general bad state of the rolling stock in India is commented on by the Railway Board in their Administration Report for 1921-22, in which they state that "old stock of this class naturally needs constant attention and the result is reflected in higher expenditure and heavier strain on repairing shops." At the end of the year 11 Engines, 5 Coaching vehicles and 29 Goods wagons were undergoing or awaiting repairs or renewals. 6 Engines, 82 Coaching vehicles and 186 Goods wagons were repaired during the year. The average number undergoing repairs or renewals at one time and the percentage of this to the total stock is given in the table below :--

Awaiting repairs.

	Engines.			Coaching.			Goods.		
	Total.	No.	Per cent.	Total.	No.	Per cent.	Total.	No.	Per cent.
Metre Gauge.	29	8	27.59	127	8	6.30	391 ~~389~~	35	8.95 9.00
Narrow Gauge.	10	4	40.00	24	-	-	89	8	8.99
Tramways.	4	2	50.00	4	1	25.00	36	1	2.78

Stores

STORES TRANSACTIONS.-

The year opened with a balance of stores valued Rs. 7,18,528 and stores to the value of Rs. 48,66,271 were purchased during the year. The issues of stores amounted to Rs. 44,85,238 during the period leaving a balance of stores valued Rs. 10,99,567 at the end of the year, including a sum of Rs. 10,012 advanced to the Madras and Southern Mahratta Railway Company for stores ordered through them. Stores valued at Rs. 1,07,046 were made over to the Mysore Iron Works on 1st July 1923, in connection with the Tramways, the management and working of which was transferred to them. The net value of stores balance on hand at the close of the year amounts to Rs. 9,92,521.

The heavy receipts and issues during the year under report are due to the inclusion of the following transactions :--

(1) Purchase of 9 locomotives from Messrs. Kerr Stuart & Co., which cost about Rs. 13,82,895.

(2) 120 Timber Ore Trucks for Bhadravati costing about Rs. 6,98,966.

(3) Balance of the cost of the Hopper wagons amounting to Rs. 4,00,000 paid during the year.

F U E L.-

During the year under report 23,717 tons 16 Cwts. of coal were received and out of this and the opening balance of 3,710 tons 18 cwts. issues to Running and Pumping Engines etc., aggregated 24,510 tons 15 cwts. The balance left on hand at the end of the year was 2,917 tons 19 cwts., costing Rs. 72,950. The consumption of coal in lbs. per

per engine compares as under for the two years 1921-22 and 1922-23 :--

Gauge.	Per Train Mile.		Per Engine Mile.		Per 1000 gross Ton-miles.	
	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.
Metre Gauge.	71.24	71.63	66.46	57.21	369.19	356.04
Narrow Gauge.	47.7	43.06	43.22	37.00	684.10	485.43
Tarikere-Narasimharajapura Tramway.	48.3	43.27	35.61	35.47	-	-

The reduction in coal consumption per 1000 gross ton-miles is due to the introduction of more powerful and efficient locomotives.

STATE RAILWAY PROVIDENT FUND.-

The total number of Railway servants that subscribe to the State Railway Provident Fund is 957 and the amount at their credit of the Fund is Rs. 3,61,249, the amount of compulsory deposit at their credit being Rs. 2,49,986 and the bonus added being Rs. 1,11,263.

Accidents.

ACCIDENTS.-

Accidents to persons, etc.-

Out of a total number of 33,09,160 passengers carried during tne year, no passenger was killed or injured due to the neglect of a Railway servant or the failure of Railway material.

The number of persons who lost their lives as a result of accidents during the year was four in addition to ten persons who were injured. The fatalities that occurred were due to rash or negligent action of the persons killed. One of them jumped out of a running train and the other three trespassed the line and were run over. Of those injured, five were Railway servants who sustained injuries while in the performance of their duties. The other cases of injury were either due to persons trespassing or jumping or falling out of trains.

FAILURES OF ENGINES.-

The number of failures of Engines has decreased during the year being only 29 as against 33 in the past year.

CATTLE ACCIDENTS.-

As regards cattle accidents, there has been a slight increase. As against 98 of the previous year, there were 105 during the year under review.

GENERAL.-

Railway Gazette.-

Publication of a fortnighly Railway Gazette was sanctioned in Government Order No. R.S. 2524, dated the 23rd April 1923, and now it is a monthly one.

one. This journal is designed to serve as a medium of information and instruction in all matters pertaining to Railway working and all changes in rates on this and other Railways. The cost hitherto incurred for the purpose of Foreign Rate Circulars of other Railways is now saved by the publication of this Gazette, in which all such information is reproduced.

The Offices of the Loco & Carriage & Wagon Superintendent and the Auditor were shifted to Mysore during the year. All the Railway Offices are now situated at Mysore. With the organisation of a Central Stores Depot at Mysore all other Sub Depots at Bangalore and Tarikere were closed. During the year the temporary Loco & Carriage shops at Bangalore were shifted to Mysore and all the work is now being done at the Central Workshops.

During the year an Out-agency at Hunsur was opened for goods and parcels traffic.

The total number of claims cases settled ~~durin~~ during the year under report was 2,818 as against 2,789 in the previous year and the total amount paid during the year was Rs 6,332 as against Rs 6,729 in the previous year.

Graphic Chart appended shows the results of the current year in comparison with those of the previous year. The appendices give full details of earnings and working expenses.

A g e n t,
Mysore Railways.

K.S.

III. History of Railways in Mysore Constructed and in Progress

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(a) Company and District Board Railways Constructed and worked by the State.

(i). Kolar District Railway (2'-6" Gauge) - The first section of this Railway from Bowringpet to Kolar (formerly called the Bowringpet-Kolar Railway) was constructed by Government agency under sanction conveyed in Government of India Foreign Department letter No.2161-I.B.dated 15th October 1912. It was financed entirely by the District Board of Kolar from the proceeds of a debenture loan. Later on,it became evident that if the District Board had toobtain the full benefit of its Railway policy, it would be desirable to extend the line to Chickballapur and link it with the Bangalore-Chickballapur Light Railways. Accordingly the construction of the section from Kolar to Chickballapur was undertaken in August 1914 under the sanction of the Secretary of State for India conveyed in First Assistant to the Hon'ble The Resident's letter No.5420, dated 5th August 1914. The Section between Bowringpet and Chickballapur is financed both from the State funds and from the District Board debenture loans. The whole length of the line from Bowringpet to Chickballapur is now called the "Kolar District Board Railway"

Progress in Opening.

Section of Railway.	Date of opening for traffic. Goods.	Passenger.	Miles
Bowringpet to Kolar	15th Dec.1913	15th Dec.1913	10.51
Kolar to Chintamani	6th Mar.1916	6th Mar.1916	29.79
Chintamani to Chickballapur	8th Nov.1916	8th Nov.1916	23.27
Total			63.57

Details of Construction.

Permanent Way - The Permanent Way of the Nowringpet -Kolar section consists of second-hand 41½ lbs. rails, 5 miles of which are laid on teakwood and the remainder on steel

steel peapod trough sleepers. The wooden sleepers are mostly square and a few are half-round.

The Permanent Way of the Kolar-Chickballapur section consists partly of second-hand and partly of new 41¼ lbs rails purchased from the Tata Iron & Steel Co. Ltd., and is laid on wooden sleepers for about half the distance and the remaining half on steel peopod sleepers. The wooden sleepers are mostly of Mysore teak and a few of Malari and Jambe.

Ballast - Between Bowringpet and Kolar, the line is ballasted with sand and beyond Kolar up to Chickballapur, the line is packed with good gravel.

Fencing - The line is unfenced.

Curves - The sharpest curve is 716 feet radius.

Gradient - The ruling gradient is 1 in 100.

Agreement - Agreement between the Government of His Highness the Maharaja of Mysore and the District Board of Kolar for the management, working and maintenance of the line was concluded on 1st December 1920.

The main conditions of the agreement are:-

1. Land - Provided free of cost by Government.
2. Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent. interest on the portion of the capital raised by the Board.
3. Distribution of Profits - Excluding the working expenses and the guaranteed interest at 4 per cent on Capital outlay, of the surplus receipts, if any, half will go to Government as the guarantors of interest on capital and the remaining half shall be shared by the Government and the District Board in the ratio of the capital contributed by each.
4. Rates and Fares - These have to be fixed by the Government within the maxima and minima rates

rates fixed by the Railway Board from time to time

5. Special obligations as to the conveyance of:-

(a) Mails, troops, police, high Government Officials and Government Stores.

(b) Government bullion and coin and the persons in charge thereof.

(c) Any special service that the Government may require for any of their own departments, or for the departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked Railways.

Powers of Government to determine the Agreement -

1. Government shall have power to purchase the interest of the District Board in the said railway at the end of thirty years commencing from the date of opening of the section from Kolar to Chickballapur for public traffic or at subsequent intervals of ten years subject to twelve months' previous notice being given. The price payable shall be 25 times the average of the fraction of net annual earnings corresponding to the proportion of capital contributed by the Board, during the three years preceeding the purchase, subject to a maximum of 120 per cent. and minimum of 100 per cent. of the District Board share of the capital expenditure

2. Government shall have power to purchase the interest of the District Board in the said railway at any time after giving twelve months' notice in the following cases:-

(a) Should the Government consider it desirable that the gauge of the line should be altered and the District Board be unwilling to alter it.

(b) Should it be desired to convert the line into a line of through communication.

(c) Should the Government desire to extend the line

line (without altering the gauge or marking the line part of a through route) and the District Board be unable or unwilling to supply half the captial for such extension.

In the event of the interest of the District Board in the line being purchased under this clause the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the share capital contributed by the District Board, during the three years preceeding the purchase of 115 per cent of the District Board share of the capital expenditure on the line, whichever may be greater.

3. In the event of the interest of Government in the railway being purchased by the District Board as set forth in the preamble, the price payable shall be 25 times the average of the fraction of the net annual earnings corresponding to the proportion of capital contributed by the Government, during the three years preceeding the purchase subject to a maximum of 120 per cent. and minimum of 100 per cent. of the Government share of the capital expenditure.

Arbitration - All matters in difference between the Government and the District Board under this agreement or in relation to any of the matters provided for by this agreement shall be referred to and determined by a committee of five members, two of whom shall be nominated by the Government, two by the District Board and the fifth by these four members, and the decision of the said committee shall, if ananimous, be final and conclusive between the parties. If the decision is not unanimous, the order of Government on such matters on which there is a difference of opinion among the members of the committee shall be final and conclusive.

Year.	Table I. Mileage open at the end of each year.	Table I. Total Capital outlay including suspense to end of each year i.e. outlay on (i) lines Open & (ii) lines Partly or wholly under construction.	Table II. Gross earnings.	Net earnings	Percentage of net capital outlay given in Col 3	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
		Rs.	Rs.	Rs.		Rs.	
1913-14	10.92	2,95,577	7,598	-253	. .	43	103.33
1914-15	10.92	12,12,686	38,629	6,865	. .	68	82.22
1915-16	40.71	15,12,094	61,663	24,071	. .	58	60.96
1916-17	63.57	18,45,840	1,19,855	4,426	.24	33	96.31
1917-18	63.57	19,08,790	1,57,591	36,052	1.88	48	66.75
1918-19	63.57	19,39,123	1,70,713	-5,443	-.94	52	103.19
1919-20	63.57	20,81,600	2,08,501	47,264	2.27	59	77.00
1920-21	63.57	21,42,993	2,00,087	33,364	1.56	66	83.32
1921-22	63.57	21,86,114	2,07,784	23,675	1.08	68	88.60
1922-23	63.57	25,50,027	2,47,623	35,244	1.38	75	86.09

(ii). Bangalore Chickballapur Light Railway (2'-6" Gauge)- This Railway is the first in the State started by private enterprise under a guarantee from the Government of 4 per cent per annum on the capital subscribed by the Company.

The construction was sanctioned by the Secretary of State for India in his Despatch No.75-Ry., dated 10th September 1923.

Progress in Opening.

Section of Railway.	Date of opening for traffic. Goods.	Passenger.	Miles.
Yelahanka to Devanhalli	15th Sep.1914	6th Apr.1915	14.70
Devanhalli to Chickballapur	1st Aug.1915	1st Aug.1915	13.75
Yelahanka to Yeswantapur	1st Aug.1917	1st Feb.1917	6.85
Yeswantapur to Bangalore	.Feb..	7th Jan.1918	3.33
Total			38.63

Details of Construction.

Permanent Way - The Permanent Way between Yelahanka and Chickballapur consists of second-hand 41¼ lbs.flat footed rails laid on new steel peapod trough sleepers between station and on wooden sleepers in station yards.

The Permanent Way in the Bangalore Yeswantapur Section consists of second-hand 41¼ lbs. laid on wooden sleepers throughout. Between Yelahanka and Yeswantapur, the existing metre gauge line is used by means of a third rail.

Ballast - Earth ballast is provided.

Fencing - The line is unfenced throughout.

Curves - The sharpest curve is 1,146 feet radius.

Gradient- The ruling gradient is 1 in 100 throughout

Agreement - Agreement dated 4th August 1918, betwee the Government of His Highness the Maharaja of Mysore and the Bangalore Chickballapur Light Railway Company Ltd., as to the management, maintenance and working.

1. Land - Provided by Government free of cost.
2. Government aid - Government to construct the line on behalf of the Company and to work the same on a guarantee of 4 per cent.interest on debentures raised by the Company.

3. Terms of working and

4. Distribution of Profits - Excluding the working expenses and the interest at 4 per cent. on capital outlay, of the surplus receipts, if any, half to go to Government as the guarantors of interest on capital furnished by the Company, the remaining half to be shared between the Company and Government in the ratio of the capital contributed by them.

5. Rates and Fares - These have to be fixed by Government within maxima and minima rates fixed by the Railway Board from time to time.

6. Special obligations as to the conveyance of -

(a). Mails, troops, police, high Government Officials and Government Stores.

(b) Government bullion and coin and the persons in charge thereof.

(c) Any special service that the Government may require for any of their own departments or for the departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked railways.

7. Powers of Government to determine Agreement - The agreement to be infforce for a period of thirty years from the date of opening of the line for public traffic, viz. 1st August 1915, and the Government have powers to purchase the interest of the Company at the end of thirty years or at susbsequent intervals of ten years, subject to twelve months' previous notice in writing being given to the Company. Price payable shall be 25 times the average of the fraction of net annual earnings (excluding payment on account of guarantee) corresponding to the proportion of Capital contributed by the Company during the three years preceeding the purchase subject to a maximum of 130 per cent. and a minimum of 100 per cent. of the Company's

Company's share ofcapital expenditure.

8. Arbitration - In the event of any difference of opinion a arising upon the terms of Agreement between the Government and the Company, the matter shall be referred to a Committee comprised of (1) the Secretary to the Government of Mysore for Railways (2) the Comtroller (3) the Government Advocate (4) the Chairman of the Company and (5) two of the Directors of the Company, and their finding submitted to Government. The decision of Government on the finding shall be final.

Statistics of Working.

		Table I.		Table II.			
Year.	Mileage open at the end of each year.	Total Capital outlay including suspense to end of each year i.e. outlay on (i) lines open & (ii) lines partly or wholly under construction.	Gross earnings.	Net. earnings.	Percentage of net capital outlay given in Col. 3	Earnings per mile per week.	Proportion of expemses to earnings.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1914-15	14.72	7,65,420	5,828	1,771	..	25	70.00
1915-16	28.95	8,68,646	68,134	28,577	3.29	49	58.06
1916-17	34.99	10,86,010	74,222	64,728	.59	38	87.21
1917-18	38.63	11,47,671	1,22,485	54,438	4.83	60	55.33
1918-19	38.63	11,53,647	1,42,419	-4,561	-0.97	70	103.19
1919-20	38.63	12,44,858	1,48,417	57,355	4.61	75	61.36
1920-21	38.63	12,75,030	1,59,037	26,078	2.05	79	83.60
1921-22	38.63	12,88,156	1,87,366	23,585	1.83	93	87.41
1922-23	38.63	14,71,250	1,56,627	21,780	1.48	78	86.09

State lines constructed and worked by the State.

1. Bangalore-Mysore-Nanjangud section (Metre Gauge).— This section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the Durbar was taken back by the Government in October 1919.

Progress in Opening.

Section of Railway.	Date of opening for passenger traffic.	Miles.
Bangalore to Channaptana.	1st February 1881.	34.75
Channapatna to Mandya.	30th March 1881.	23.31
Mandya to Mysore.	25th February 1882.	27.97
Mysore to Nanjangud.	1st December 1891.	15.04
Nanjangud to Nanjangud Town.	12th July 1899.	0.76
		101.83

Details of Construction.

Permanent Way.— The permanent way with the exception of 12 miles renewed with 60 lbs. rails during the year, consists of 41¼ lbs. flat footed steel rails with the exception of about two miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small percentage of jambe and other hard wood sleepers.

Ballast. The line is ballasted throughout with stone and sand.

Fencing. The line is provided with aloe fencing for about 86 miles, the rest being unfenced.

Curves. The sharpest curve is of 600 ft. radius.

Gradient. The ruling gradient is 1 in 70 on the Bangalore Mysore section and 1 in 89 on the Mysore Nanjangud section.

Statistics

Year.	Mileage open at the end of each year.	Total capital outlay including suspense to end of each year i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross Earnings.	Net Earnings	Percentage of Earnings on capital outlay given in Col. 3.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
Bangalore-Mysore section.—							
1920-21.	86.03	54,96,077	14,57,893	2,45,412	4.47	326	83.16
1921-22.	86.03	55,47,608	15,05,488	1,87,241	3.20	337	87.56
1922-23.	86.03	67,19,170	15,32,419	2,43,080	3.61	343	84.14
Mysore-Nanjangud section.—							
1920-21.	15.80	6,60,992	1,09,895	19,875	3.01	134	81.91
1921-22.	15.80	6,60,992	1,02,210	12,327	1.86	131	87.93
1922-23.	15.80	6,60,993	1,16,966	16,724	2.53	142	85.70

Birur Shimoga section.— (Metre Gauge).— The working and maintenance of this branch line was resumed in October 1919, from the Madras and Southern Mahratta Railway Company along with the Bangalore Mysore Nanjangud section.

Progress in Opening.

Section of Railway.	Date of opening for passenger traffic.	Length in miles.
Birur to Shimoga.	1st December 1899.	37.92

The distance from the outer signal of Birur station to Shimoga is only 37.50 miles.

Details of Construction.

Permanent Way.— The line is laid with 41½ lbs. flat footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50 lbs. flat footed steel rails.

Ballast.— The line is ballasted throughout with stone and sand.

Fencing.— The line is unfenced except for a very short length.

Curves.— The sharpest curve is of 1.500 ft. radius.

~~Mysore~~

Gradients - The ruling gradient is 1 in 89.

Statistics of Working.

Year.	Mileage open at the end of each year.	Total Capital outlay including suspense to end of each year i.e. outlay on (i) lines open & (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net Capital outlay given in Col.3.	Earnings per mile per week	Proportion of expenses to earnings
1.	2.	3.	4.	5.	6.	7.	8.
		Rs.	Rs.	Rs.		Rs.	
1920-21	37.92	24,46,427	3,12,497	42,892	1.71	158	86.29
1921-22.	37.92	24,61,046	3,27,647	40,862	1.66	166	87.52
1922-23.	37.92	25,19,379	4,83,155	69,153	2.74	245	85.69

Mysore-Arsikere Railway.--- (Metre Gauge).---

This is the most important Railway constructed by Government. It is owned and financed by Government and is worked by the State. Its construction was sanctioned by the Government of India in the Foreign Department in their letter No. 347-I.B., dated the 29th October 1913, but actual work was started some months later as certain ghat sections had to be entirely realigned. The line crosses three large rivers viz., the Lakshmanatirtha, the Cauvery and the Hemavati.

Progress in Opening.

Section of Railway.	Date of opening for traffic		Miles.
	Goods.	Passenger.	
Mysore to Arsikere.	1st Sept.17.	3rd Jany.18.	102.95

Details of Construction.-

Permanent Way.--- The permanent way consists of steel flat footed rails B.S. section weighing 50 lbs. per yard, 36 feet in length with a small percentage of 33 and 30 ft. lengths laid on sleepers mostly of Mysore teak.

Ballast.--- The ballast consists of either broken stone, good gravel or coarse sand. Approaches to bridges are stone ballasted. Most of the cuttings are ballasted with broken stone and the banks with good gravel in a coating of sand, gravel or moorum.

Fencing.--- The line is not fenced except at a few necessary places.

Curves.--- The two sharpest curves are of 573 feet radius and with the exception of these and two other curves of 955 and 716 feet radius, the rest are of radii 1,146 feet or more.

Gradient.--- The sharpest gradient is 1 in 95 compensated in one place and 1 in 100 is the ruling gradient of the remaining portion.

Statistics

Statistics of Working.

Year.	Mileage open at the end of each year.	Total capital outlay including suspense to end of each year i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross Earnings.	Net Earnings.	Percentage of net capital outlay given in Col.3	Earnings per mile per week.	Proportion of expenses to earnings
		Rs	Rs	Rs	%	Rs	
1917-18.	102.95	85,68,462	1,66,205	52,075	.60	60	68.69
1918-19.	102.95	91,90,088	3,99,676	34,255	.37	75	97.48
1919-20.	102.95	1,03,68,328	3,89,618	90,142	.87	95	74.30
1920-21.	102.95	1,13,07,259	4,95,406	79,929	0.71	93	83.86
1921.22.	102.95	1,25,31,598	5,84,642	65,578	0.52	1 09	88.78
1922.23.	102.95	1, 24,05,640	5,63,688	82,237	0.66	105	85.41

Chikjajur-Chitaldrug Railway.— Length 20.90 miles Metre Gauge.— The line has been constructed by the Government from funds provided by the Mysore Government and the District Board of Chitaldrug. As only a very small portion of the Capital was contributed by the District Board, this Railway has been ordered to be treated as a Government and not a District Board line (G. O. No. R.S. 498-503-Ry.F.889-21-22 dated 12th August 1921). It connects Chikjajur a station on the Bangalore-Harihar main line worked by the Madras and Sputhern Mahratta Railway Company, with Chitaldrug, the head quarters of the District of the same name.

The line is worked by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department in their letter No.128 I.B. dated 28th January 1914. But actual construction work was started in October 1917, as per Government Order No. R.S. 778-782-Ry.F.G 88-17-18 dated 5th September 1917.

Progress in Opening.

Section of Railway.	Date of opening for traffic.		Miles.
	Goods	Passenger.	
Chikjajur to Chitaldrug.	5th Jany.21.	6th May 21.	20.90

Details

Permanent Way.— The permanent Way consists of second hand and new flat footed steel rails of 41¼ lbs. and 50 lbs. sections laid mostly on Mysore teak sleepers with a small percentage of selected jungle wood.

Ballast.— Broken stone ballast is used in cuttings and approaches of bridges and good gravel or sand or ~~xxx~~ banks.

Fencing.— The line is unfenced. At places where it runs close to villages and at level crossings wire fencing is being put up.

Curves and Gradients.— The sharpest curve is of 1,140 ft. radius. The length of line on curves is 5.13 miles and forms 24.5 per cent of the total length of the line. The ruling gradient is 1 in 100 and the total length on the ruling grade is 7.6 miles or 36.37 per cent of the whole length of the line.

Government guarantee 5 per cent interest on the capital provided by the District Board with a proportionate share of profits when net earnings of the line exceed 5 per cent on the total capital invested.

Tarikere-Narasimharajapura Tramway. (2'-0" Gauge).— The original object of undertaking this project was to have a cheap tramway to carry forest produce, but it has subsequently developed into a scheme for a tramway to carry all classes of traffic including passengers. Its construction under the Mysore Tramways Regulation No.11 of 1906 was sanctioned by the Government of India in their Foreign Department letter No. 3225- I.B. dated 25th September 1913. This is a State line financed and worked by the State.

Progress in Opening.

Section of Tramway.	Date of opening for traffic		Miles.
	Goods.	Passenger.	
Tarikere to Lakkavalli.	15th Jany. 1915.	22nd May 15.	11.88
Lakkavalli to Narasimharajapura.	15th May17.	15th May 17.	14.72.

Details of Construction.

Permanent Way.--- The permanent way consists of 24 lbs. rails originally laid on steel sleepers. Steel sleepers have all been replaced recently by wooden ones for the whole line.

Ballast.--- The open line portion which was not ballasted till now is being ballasted throughout.

Fencing.--- The line is unfenced.

Curves.--- The sharpest curve has a radius of 119.4 ft.

Gradient.--- The ruling gradient is 1 in 50.

Statistics of Working.

Table I. Table II.

Year.	Mileage open at the end of each year.	Total capital outlay including suspense to end of each year i.e. outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross Earnings.	Net Earnings.	Percentage of net capital outlay given in Col. 3.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
1914-15.	12.60	2,62,947	1,034	320	..	15	69.05
1915-16.	..	2,98,767	7,714	-5,919	..	12	176.03
1916-17.	...	4,73,202	925	3,687	..	..	..
1917-18.	26.60	5,52,859	22,070	-20,635	-3.58	17	189.63
1918-19.	26.60	6,45,792	29,720	-3,041	-0.17	21	110.23
1919-20.	26.60	6,42,348	25,839	7,008	1.09	19	72.88
1920-21.	26.60	6.59.981	38,488	5,357	0.81	28	86.08
1921-22.	26.60	7,02,611	41,220	26,311	3.74	30	88.79
1922-23.	26.60	7,15,414	45,434	5,820	0.81	32.7	87.19

Tadasa-Hebbe Tramway. Length 9.6 miles (3' feet Gauge).--- This is a branch of the Tarikere-Narasimharajapura Tramway, taking off from Tadasa, a station on that Tramway. This branch forms the first section of the Forest Tramway on the Jagar valley and is constructed to develop the resources of the Malnad Forest and to open up the country. It is financed entirely by the State. Its construction was sanctioned by the Government of India in Foreign and Political letter No. 1884- I.B. dated 27th

in November 1917 and it was opened for Forest traffic on 5th February 1921.

Details of Construction.

Permanent Way. The permanent way consists of second hand flat footed rails of 24 lbs. section and new 30 lbs. rails laid on wooden sleepers half of teak and half selected junglewood prepared from the timber available all along the line.

Ballast. The line is ballasted by gravel.

Fencing. The line is unfenced as it runs mainly through forest areas.

Curves. The sharpest curve is of 570 feet radius. Length of curves forms 30.39 per cent of the total length of line.

Gradient. The ruling gradient is 1 per cent. The total length on the ruling grade is 0.78 mile and forms 8.27 per cent of the total mileage.

This section is being worked by the State along with other Tramways.

Statistics of Working.

Table I.			Table II.				
Year.	Mileage open at the end of each year.	Total capital outlay including suspense to end of each year i.e. outlay on(i) lines open and (ii) lines partly or wholly under construction.	Gross Earnings.	Net Earnings.	Percentage of net earnings capital outlay given in Col. 3.	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1921-22.	9.6	3,35,772	309	75	0.02	.06	75.72
1922-23.	9.6	3,38,352	6,402	281	0.08	12.8	95.61

C.

(C.) Lines constructed by Companies and worked by them.---

Shimoga- Kumsi Tramway. (2'-0" Gauge).--- This is the first Tramway constructed in the State under the Mysore Tramways Regulation II of 1906 from Shimoga, the terminus of the Birur Shimoga branch to Kumsi and from Sheregere, an intermediate station on the Tramway, to Shankergudda, in all about 35 miles in length, to serve the Manganese Mines, near Kumsi and Shankergudda. Sanction of the construction and working of the line of Shimoga to Kumsi by the agency of the Mysore Manganese Co., Ltd., who afterward s transferred the undertaking to the Workington Steel and Iron Co., Ltd., was given in Government Order No.Ry. 542 dated 12th April 1907. Sanction for the extension of these Tramways from Sheregere to Shankergudda was given in Government Order No.1845-Ry.F.52 14-15 dated 26th February 1915. The construction of these Tramways was ratified by the Government of India vide Residency letters No. 1649 and No. 3110 of 17th March 1908 and 5th May 1914 respectively.

The following are the conditions under which the construction was sanctioned.---

1. Fencing. Wire fencing to be provided wherever the lines run alongside or on the Municipal road.

2. Use of Provincial Road. The Company is allowed to use the portions of the provincial road five and a half feet only in width subject to approval of the local authority for the construction of the tramway but not for any buildings

3. Road crossings. The company to construct gates at all places where the tramway crosses the municipal roads.

4. Land. The company to pay for all lands required other than the portion of the provincial road which they are authorised to use.

5. Gauge of the Tramway and Maximum Dimensions of Rolling stock:— The gauge to be of two feet. No carriage truck or waggon to project outwards beyond the inner edge of the rail more than two feet on each side.

6. Type of Rolling Stock. To be of a pattern approved by Government.

7. Transfer or sale of Tramway or of undertaking.--- The Company is not authorised to transfer the undertaking or part thereof by sale, mortgage, lease, exchange or otherwise except with the previous sanction of Government.

8. Tolls and Taxes. The company to pay a toll duty of one anna per ton on the Manganese or other ore carried by the Tramway and afford facilities for the municipality to collect octroi or the other municipal taxes. Also to pay to Government a tax of two annas per ton of ore for the first 16,000 tons in a year and for every ton above that quantity within the said year at one anna.

9. Penalty for non-adherence of conditions.-- The Company to be liable to a penalty which may exceed to Rs. 200 for each offence and in the case of a continuing offence to a further penalty of Rs. 50 for each day after the first during the offence continues.

Statistics of Working.

	Miles open at the end of each year.	Total of capital outlay	Manganese Ore.		Timber and Fuel.	
			Total quantity carried by the Tramway.	Total taxes paid by the Company.	Quantity carried by the Tramway.	Freight charges paid to them.
		Rs	Tons.	Rs	c.ft	Rs
Half year ended 30th June 1918.	35	12,43,000	12,200	764	17,641	1,833
Year ended 30th June 1919.	..	..	20,934	1,941	59,040	6,138
1920.	..	..	22,852	2,053	46,860	4,789
1921.	..	..	14,572	1,011	23,154	6873
1922.	..	..	10,883	811	17,010	1,811
1923.	..	..	20,872	1,930	45,221	5,505

A g e n t,
Mysore Railways.

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STATISTICS ,

The following statements are appended for the year 1922-23

1, Capital outlay on Mysore State Railways (worked by the M.& S.M.Railway Company).

2. Statement showing the income and expenditure on the Mysore State Railway worked by the M.& S.M.Railway Company.

3. Statement showing the particulars of working of Mysore State Railways worked by the M.&.S.M.Railway Company,

4, Details of mileage open on 30th June 1923.

5. Statement showing the capital outlay on Surveys and Constructions incurred during and upto the end of the year.

6. Capital outlay on Mysore Railways worked by the State during the financial year and (2) Capital outlay to end of the official year.

7, Statement showin g the income and expenditure on Mysore State Railways worked by the State.

8. Details of gross earnings on Mysore Railways worked by the State during the year.

9. Unit mileage of passenger and the mileage of goods on Mysore Railways worked by the State.

10. Details of train mileage for the official year (in thousands of miles) Statement '8' of the Capital and Revenue accounts of Mysore Railways worked by the State.

11. Abstract of principal commodities carried during the year on the Kolar District and Bangalore-Chickballapur Light Railway and Mysore-Arsikere Railways.

12. Quantity of coal consumed by the Locomotives on Mysore Railways worked by the State during the year.

13. Number of Engines on Mysore Railways worked by the State for the year (Capital and Revenue Account Statement XII).

14. Outlay on Rolling Stock on Mysore Railways worked by the State,

15, Coaching Stock, number,etc., on Mysore Railways worked by the State.

16. Goods Stock, number,etc., on Mysore Railways worked by the State.

17, Mileage run by Engines on Mysore Railways worked by the State.

18. Locomotives and vehicles fitted with automatic vacuum brakes on Mysore Railways worked by the State.

19. Vehicles lighted by gas and electricity on Mysore Railways worked byythe State.

20. Statement showing the dispensaries maintained on the State lines worked bytthe State and M.& S.M.RailwaysCompany during the year.

21. Statement showing the nature of accidents that occured during the year.

22. Statement showing the strength and cost of Railway Police employed on lines worked by the State and M.& S.M.Railway Company, during the year.

23. Number of servants of all races employed in the Mysore Railway system worked by the State (open lines only) and the amounts deposited by them in the Provident Fund on 30th June 1923.

24. Number of men enrolled as volunteers on Mysore Railways worked by the State on 30th June 1923.

25. Transactions of the Fine Fund for the year.

Mysore State Railway worked by M.&S.M.Railway Co.,Ltd.

Statement No. I

Capital Outlay during and to end of the Financial year 1922-23.

Serial No.	Name of each individual Railway comprised in the system.	Capital outlay during the financial year 1922-23.				Capital outlay from commencement of operations to end of the financial year.								
		On new lines i.e., under construction for which there is separate grant	On Rolling stock	On improvement of existing lines.	Total capital outlay.	Total capital outlay on final heads excluding ferries but including interest on Capital during construction.		Average cost excluding ferries & Suspense per mile		Suspense value of stores, etc., not finally charged of in the accounts.		Total capital outlay including ferries and suspense.		Grand total of column of 15 and 16.
						Open	Under construction.	Open	of single track including siding.	Open	Under construction.	Open	Under construction.	
		Statement V of Capital and Revenue Accounts.	Statement V of Capital and Revenue Accounts.	Statement V of Capital and Revenue Accounts.	Statement V of Capital and Revenue Accounts.	Statement VI and XVIII of Capital and Revenue Accounts.	Statement VI and XVIII of Capital and Revenue Accounts.	Column 7 of this statement and column 11 of Statement No. 1.	Statement 7 of this statement & column 17 of statement No.1	Statement VI and XVIII of Capital and Revenue Accounts.	Statements VI and XVIII of Capital and Revenue Accounts.	Statement VI and XVIII of Capital and Revenue Accounts.	Statement VI and XVIII of Capital and Revenue Accounts.	In Rupees.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
			Rs	Rs	Rs	Rs		Rs	Rs			Rs		Rs
	Broad Gauge													
1.	Kolar Gold Fields Ry.	..	..	-65	-65	1225725	..	124061	78523	..	..	1225725	..	1225725
	Metre Gauge													
2.	Bangalore-Harihar Ry.	..	51647	140070	191717	14390634	..				..	15095373	..	15095373
3.	Bangalore-Hindupur Railway.	..	..	..	..	2529263	..	62325	55384	704739	..	2529263	..	2529263
	Total Metre gauge	..	51647	140070	191717	16919897	..	62325	55384	704739	..	17624636	..	17624636

M.R./27-10-23.

~~Appendix L~~. Statement No 3.

Particulars of working of Mysore State Railways worked by the M. & S.M. Railway Co., Ltd., for the year 1932 - 33.

Railways.	Miles open during the year.	Total mileage opened.	Number of Passengers. 1st class.	2nd class.	Intermediate class.	3rd class.	Total	Earnings. Passenger.	Other than passenger traffic.	Goods merchandise.	Other than goods merchandise.	Sundries & Electric Telegraph.	Total.	Working expenses.	Net earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
								Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Broad Gauge.	..	9.88	1,388	10,569	..	5,94,187	6,06,094	83,921	14,525	77,799	26,485	964	205,644	159,585	64059
Metre Gauge.	..	261.60	4,091	19,581	5,949	21,81,408	22,11,118	1550629	510,343	22,15,092	1,25,054	57,253	4236371	2660453	1575138
Total.	..	271.48.	5,429.	30,150.	5,949.	27,75,679.	28,17,207.	1614550.	524,868.	22,92,891.	1,49,489.	58,217.	4440015.	2800018.	1639197

K.S.

Statement No. 2

~~Appendix E.~~

Statement showing the income and expenditure on the Mysore State Railways worked by the M. & S.M. Railway Co., Ltd., for the year 1922-23.

Sl. No.	Names of Railways.	Gross earnings.		Working expenses.		Percentage of working expenses on gross earnings.		Net earnings.		Share of surplus profits paid to the Co.		Net receipts credited to the Durbar.		Interest on Capital outlay.		Net Profit.	
		1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	22-23.	1921-22.	22-23.
1.	Broad Gauge.	199,387	203,644	154,298	139,585	77.39	68.54	45,089	64,059	2,340	..	42,749	64,059	48,944	49107	6,195	14,952
2.	Metre Gauge.	3,743,012	4236371	2648824	2660433	70.77	62.79	1094188	1575138	46,819	40,477	1047369	1535461	778440	732694	268929	802,767
	Total. Rs	39,42,399.	4440015.	2803122.	2800018.	71.10	63.06	1139277.	1639997.	49,159.	40,477.	1090118.	1599520.	827384.	781801.	262734.	817,719

K.S.

Statement No. 4

Mileage open on 30th June

Sl. No.	Name of Railways under each classification by Gauges.	Date of first opening for passenger traffic.	Route mileage on 30th June 1923	Track Mileage open on 30th June 192		
				ing Track	Siding.	Total
	3' - 3 3/8"					
1.	Bangalore-Mysore Section.-					
	Bangalore to Channapatna	1-3-81				
	Channapatna to Mandya	20-3-81	88.03	88.03	16.71	113.34
	Mandya to Mysore ..	25-3-82				
2.	Mysore-Nanjangud Section.-					
	Mysore to Nanjangud	1-12-91				
	Nanjangud to Nanjangud Town	12-7-09	15.80	15.80		
3.	Mysore-Arsikere Railway Section	5-1-18	102.93	102.93	5.39	108.34
4.	Birur-Shimoga Railway Section	1-12-99	37.92	37.92	5.57	43.49
5.	Chickjajur-Chitaldrug Railway Section	6--5-21	20.90	20.90	1.70	22.60
	2' - 6"					
1.	Kolar District Railway.--					
	Bowringpet to Kolar ..	15-12-13				
	Kolar to Chintamani ..	3-3-16	68.57	33.57		
	Chintamani to Chickballapur	8-11-16			4.57	108.57
2.	Bangalore-Chickballapur Light Railway.----					
	Yelahanka to Devanhalli	6--4-15				
	Devanhalli to Chickballapur	1--8-15	38.63	38.63		
	Yelahanka to Yesvantapur	1-12-17				
	Yesvantapur to Bangalore city	7--1-18				
	T. N. Tramway.-					
1.	Tarikere to Lakkavalli	23-5-15	36.60	36.20	2.50	38.70
	Lakkavalli to Narasimharajapur	15-6-17				
2.	T. N. Tramway	5-2-21	2.60			

M.R./8-11-23.

~~Appendix I.~~ ✓

Mysore Railways.

Statement showing Capital outlay incurred during the year 1922-23 and to end of 1922-23.

Railways.	Outlay during the year 1922-23.	Outlay to end of 1922-23.
1	2	3
	Rs	Rs
37. Railways & Tramways Capital Account.		
B. Lines worked by Government.		
Lines opened.		
State Lines.		
1. Mysore-Arsikere Railway.	-1,25,958	1,24,05,640
2. Bangalore-Mysore Railway.	11,77,724	67,19,170
3. Mysore Nanjangud Railway.	..	6,60,993
4. Birur-Shimoga Railway.	58,333	25,19,379
5. Tarikere-Narasimharajapura Tramway.	10,770	7,15,414
6. Chickjajur-Chitaldrug Railway.	24,674	11,92,147
7. Tadasa Hebbe Tramway.	4,734	3,38,352
Guaranteed Lines.		
1. Kolar District Railway.	3,63,882	25,50,027
2. Bangalore Chickballapur Railway.	1,83,084	14,71,250
	16,97,243	2,85,72,372
Lines under Construction.		
State Lines:--		
1. Tadasa Hebbe Tramway.	-21,842	-21,842
2. Kemmangundi Benkipur Tramway.	-6,59,963	8,49,913
3. Agasanhadlu Benkipur Tramway.	46,086	10,00,326
4. Shimoga Arasalu Railway.	155	3,39,138
5. Nanjangud Haradanhalli ~~Tramway~~ Railway	..	1,38,497
6. Umblebyle-Chornedhalli Tramway.	..	1,598
7. Nellagadde-Burz Tramway.	..	3,133
8. Hebbe-Talebidarahalla Tramway.	-24	3,989
9. Hebbe Sheregola Tramway.	507	2,283
10. Narasimharajapur Chickagrahar Tramway.	911	10,855
11. Ropeway Tramway.	90,102	1,15,989
12. Stores special suspense.	..	3,39,570
13. Junction works at Bhadravati.	86,055	86,055
14. " -do- Rengenhalli.	15,314	15,314
15. Loco yard at Bhadravati.	60,334	60,334
16. Wood yard at Bhadravati.	22,853	22,853
17. Benkipur Joldhal Tramway.	92,915	1,22,516
18. Rolling stock pertaining to the Several Tramways.	20,14,995	20,14,995
Total.	17,48,398	51,05,516
Total 37.B.	34,45,641	3,36,77,888

A.S.

Mysore Railways.

Stement showing Capital outlay incurred during the year 1922-23 and to end of 1922-23.

Railways.	Outlay during the year 1922-23	Outlay to end of 1922-23.
1	2	3
		Rs
35. Miscellaneous Railway Expenditure.		
I. General charges.		
1. Administration.	..	..
2. Superintendence.	..	..
3. Other charges.	..	..
Total I.		
2. Surveys.		
1. Nanjangud Gudlur Survey.	..	8,785
2. Mudegere Sivasamudram Survey. ..	..	51
3. Bowringpet Kolar Railway Survey. ..	..	1,347
4. Dodbele-Railway Survey.	..	1,052
5. Shimoga Thirthahalli Sagar Survey. ..	..	16,653
6. Arsikere-Mangalur Railway Survey. ..	..	4,977
7. Maklidrug Chickballapur Railway Survey.	..	8,983
8. Mysore west coast Railway Survey. ..	..	1,20,884
9. Mysore Konehalli Railway Survey. ..	..	16,226
10. Kadur Hassan Railway Survey. ..	..	18,252
11. Hassan Holenarasipur Railway Survey...	..	7,885
12. Bangalore Hosur Railway Survey. ..	..	2,525
13. Chickjajur Chitaldrug Railway Survey..	..	7,625
14. Bhatkal Harbour investigation. ..	..	9,324
15. Tadasa Hebbe Tramway Survey. ..	..	1,565
16. Tumkur Sira Railway Survey. ..	..	4,313
17. Kadur Chickmagalur Railway Survey. ..	..	5,603
18. Narasimharajapur Singare Tramway Survey.	..	14,220
19. Nanjangud Kakankote Railway Survey. ..	..	25,771
Total 2 carried over.	..	2,76,041
Total 1 carried over.	..	

A.S.

~~Appendix I.~~

Mysore Railways.

Statement showing Capital outlay incurred during the year 1922-23 and to end of 1922-23.

Railways.	Outlay during the year 1922-23.	Outlay to end of 1922-23.
1	2	3
	Rs	Rs
Total 35. 1 Brought Forward.	..	..
Total 35. 2 Brought Forward.	..	2,76,041
20. Forest Tramway Survey.	..	10,451
21. Sira Chitaldrug Railway Survey. ..	..	4,609
22. Arasalu Thirthahalli Railway Survey...	..	8,834
23. Kolar Mulbagal Railway Survey. ..	..	104
24. Chickmagalur Mudegere Koppa Railway Survey.	..	11,772
25. Mysore Kakankote Tramway Survey. ..	..	2,527
26. MYsore Coorg Railway Survey. ..	..	4,339
27. Shimoga Bhatkal Railway Survey. ..	..	1,99,955
28. Mysore Coorg Branch Railway Survey. ..	..	2,185
29. Portable Survey.	..	7,069
30. Bangalore Kunigal Tramway Survey. ..	..	1,292
31. Kemmangundi Hill section.	..	2,434
32. Banasandra Voblapur Railway Survey. ..	..	4,930
33. Umblabyle Tramway.	..	242
34. Surveys Division.	..	1,095
35. Kemmangundi Ropeway Survey.. ..	..	2,091
Total II.	..	5,39,970
3. Land for Guaranteed Railways.		
1. Bangalore Chickballapur Light Railway.	11,761	
2. Chickjajur Chitaldrug Railway.		
3. Kolar District Railway.	1,573	
Total 3.	13,334	
Total 35.	13,334	

A.S.

	Capital outlay during the financial year 1922-23.				Capital outlay during and to end of t	
	On new lines i.e., lines under construction forwhich there is a separate grant.	On Rolling Stock.	On improvement of existing lines.	Total Capital Outlay.	Total Capital outlay on final heads excluding ferries, but including interest on capital during construction	
Sl. No. Name of each individual Railway comprised in the system.	Statement V of Capital and Revenue Accounts.	Statement V of Capital and Revenue Accounts.	Statement V of Capital and Revenue Accounts.	Statement V ov Capital and Revenue Accounts.	Open. Statement VI & XVIII of Capital & Revenue Accounts.	Under construction Statement VI & XV of Capital & Revenue Account
1 2	3	4	5	6	7	8
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Mysore-Arsikere Railway. ..	-	27,1735	69,380	97,115	119,09,191	-
2. Bangalore-Mysore Railway. ..	-	8,82,970	2,92,500	11,75,470	67,13,533	-
3. Mysore-Nanjangud Railway. ..	-	-	-	-	6,60,993	-
4. Birur - Shimoga Railway. ..	-	-	29,627	29,627	24,90,673	-
5. Tarikere-Narasimharajapura Tramway. ..	-	-10,111	20,744	10,633	6,52,300	-
6. Kolar District Railway. ..	-	3,67,517	1,527	3,69,044	24,66,565	-
7. Bangalore-Chick-Ballapur Light Railway. ..	-	1,73,759	8,761	1,82,520	14,69,344	-
8. Tadasa - Hebbe Tramway. ..	-	-	4,734	4,734	3,16,511	-
9. Kemmengundi-Benkipur Tramway..	50,285	-2,78,192	-	-2,27,907	-	8,38,3
10. Agasanahadlu-BenkipurTramway	46,086	-	-	46,086	-	10,00,[illegible]6
11. Shimoga-Arasalu Railway. ..	155	-	-	155	-	3,39,139
12. Nanjangud-Hardan-halli Railway..	-	-	-	-	-	1,33,[illegible]07
13. Chickjajur-Chitaldrug Railway ..	-	-	24,672	24,672	11,91,603	-
14. Stores Special Suspense. ..	-	-	-	-	-	3,39,[illegible]
15. Ropeway T r a m-w a y. ..	90,102	-	-	90,102	-	1,15,[illegible]
16. Umblebyle-Chornadahalli Tramway	-	-	-	-	-	1,[illegible]
17. Nellagadda Burz-Burya Tramway..	-	-	-	-	-	3,1[illegible]
18. Benkipur-Joldhal Tramway. ..	92,915	-	-	92,915	-	1,22,[illegible]
19. Hebbe-Talebidarehalla Tramway..	-24	-	-	-24	-	3,9[illegible]
20. Hebbe-Sheragola Tramway. ..	507	-	-	507	-	2,2[illegible]
21. Narasimharajapur Chickagrahar Tramway. ..	911	-	-	911	-	19,[illegible]
[illegible]nction works Bhadravati..	86,055	-	-	86,055	-	[illegible]
[illegible] at Kang[illegible] .	15,314	-	-	15,314	-	15,3[illegible]
Loco Yard at Bhadravati. ..	60,334	-	-	60,334	-	60,33[illegible]
. Wood Yard at Bhadravati. ..	22,853	-	-	22,853	-	22,85[illegible]
. Rolling Stock pertaining to the several Tramways. ..	-	20,14,995	-	20,14,995	-	20,14,99[illegible]
. Thadasa-Hebbe Tramway. ..	-21,842	-	-	-21,842	-	-21,84[illegible]

/30/10/23.

MENT No. 6A

i n a n c i a l year 1922 - 23.

ommencement of operations to end of the Financial year 1922-23.

erage cost exuding ferries nd suspense er mile.		Suspense value of stock, not finally charged off in the account.		Total Capital outlay including ferries & suspense.		Grand Total of Columns 15 & 16.
Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	
Column 7 of this statement & Col.17 of statement No.1.	Column 7 of this statement & Col.17 of statement No.1.	Statement VI & 18 of Capital and Revenue Accounts.	Statement VI & 18 of Capital and Revenue Accounts.	Statement VI and 18 of Capital and Revenue Accounts.	Statement VI and 18 of Capital and Revenue Accounts.	In Rupees.
9	10	11	12	13	14	15
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
15,679)		4,96,449	-	124,05,640	-	1,24,05,640
78,037)	79,036	5,637	-	67,19,170	-	67,19,170
41,835)		-	-	6,60,993	-	6,60,993
65,419)		28,706	-	25,19,379	-	25,19,379
24,523	24,070	63,114	-	7,15,414	-	7,15,414
83,801)		83,462	-	25,50,027	-	25,50,027
	36,853					
38,036)		1,906	-	14,71,250	-	14,71,25
-	-	21,841	-	3,38,352	-	3,38,352
-	-	-	11,127	-	8,49,913	8,49,913
-	-	-	-	-	10,00,326	10,00,326
-	-	-	-1	-	3,39,138	3,39,138
-	-	-	5,000	-	1,38,497	1,38,497
57,289	-	544	-	11,92,147	-	11,92,147
-	-	-	-	-	3,39,570	3,39,570
-	-	-	-	-	1,15,989	1,15,989
-	-	-	-	-	1,598	1,598
-	-	-	-	-	3,133	3,133
-	-	-	-	-	1,22,516	1,22,516
-	-	-	-	-	3,989	3,989
-	-	-	-	-	2,283	2,283
-	-	-	-	-	10,855	10,855
-	-	-	-	-	86,055	86,055
-	-	-	-	-	15,314	15,314
-	-	-	-	-	60,334	60,334
-	-	-	-	-	22,853	22,853
-	-	-	-	-	20,14,995	20,14,995
-	-	-	-	-	-21,842	-21,842

24
25
26
27
S.

Statement N°7
Appendix 'E'

Statement showing the income and expenditure on the Mysore Railways, worked by the State for the year 1922 - 23.

Sl. No.	Names of Railways.	Gross Earnings.		Working Expenses.		Percentage of working expenses on gross earnings.		Net Earnings.		Interest on Capital expended.		Net Profit.		Remarks.
		1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	
		Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
	Metre Gauge.-													
1	Mysore-Arsikere Railway.	5,84,642	5,63,688	5,19,064	4,81,451	88.78	85.41	65,578	82,237	5,23,310	5,61,753	-4,57,732	-4,79,516	
2	Bangalore-Mysore " ..	15,05,488	15,32,419	13,18,247	12,89,339	87.56	84.14	1,87,241	2,43,080	2,22,315	2,66,314	-35,074	-23,234	
3	Mysore-Nanjangud " ..	1,02,210	1,16,966	89,883	1,00,242	87.93	85.70	12,327	16,724	26,440	26,440	-14,113	-9,716	
4	Birur-Shimoga " ..	3,27,647	4,83,155	2,86,785	4,14,002	87.52	85.69	40,862	69,153	98,403	1,01,010	-57,541	-31,857	
5	Chickjajur-Chitaldrug Railway. ..	47,416	50,250	41,050	42,296	86.57	84.16	6,366	7,954	63,147	64,233	-56,781	-56,279	
	Narrow Gauge.-													
6	Kolar District Railway..	2,07,784	2,47,623	1,84,109	2,12,379	88.60	85.77	23,675	35,244	86,583	94,723	-62,908	-59,479	
7	Bangalore-Chickballapur Light Railway. ..	1,87,366	1,56,627	1,63,781	1,34,847	87.41	86.09	23,585	21,780	51,264	55,188	-27,679	-33,408	
	2' - 0" Gauge.-													
8	Tarikere-Narasimharajapura Tramway. ..	41,220	45,434	36,602	39,614	88.79	87.19	4,618	5,820	28,419	30,370	-23,801	-24,550	
9	Tadasa-Hebbe Tramway ..	309	6,402	234	6,121	75.72	95.61	75	281	22,517	16,770	-22,442	-16,489	
	Total ..	30,04,082.	32,02,564.	26,39,755.	27,20,291.	87.87.	84.94	3,64,327.	4,82,273.	11,22,398.	12,16,801.	-7,58,071.	-7,34,528.	

K.S./27/10/23.

Statement No. 8.

Details of Gross Earnings for the Financial Year 1932 - 1933.

Coaching Traffic (Abstract H of the Capital and Revenue Accounts).

Sl. No.	Railways.	I Class. Number.	I Class. Earnings.	II Class. Number.	II Class. Earnings.	Intermediate Class. Number.	Intermediate Class. Earnings.	III Class. Number.	III Class. Earnings.	Season & Vendor Tickets. Number.	Season & Vendor Tickets. Earnings.	Total. Number.	Total. Earnings.	Other Coaching Traffic.	Total Coaching Traffic Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			£		£		£		£		£		£	£	Rs
1.	Metre Gauge.	3335	28,154	28354	79,417	5069	7,021	24736	10730	1067	4,360	2515103.	15,89,188.	168415	17,07,597
2.	Narrow " ..	282	679	4091	5,788	-	-	74386	870870	78	451	750020	2,85,887.	15782	3,01,619
3.	Tramway ..	-	-	1891	2,007	-	-	44144	18826	-	-	40055	20,855.	1941	22,074

Goods Traffic (Abstract I of the Capital and Revenue Accounts).

Sl. No.	Railways.	Merchandise in general. Tons.	Merchandise in general. Earnings.	Military Stores. Tons.	Military Stores. Earnings.	Coal and Coke for public & foreign Railways. Tons.	Coal and Coke for public & foreign Railways. Earnings.	Revenue stores including coal and material for construction. Tons.	Revenue stores including coal and material for construction. Earnings.	Live Stock. Tons.	Live Stock. Earnings.	Other Goods Traffic. Earnings.	Total Goods Traffic. Tons.	Total Goods Traffic. Earnings.	Electric Telegraph. Earnings.	Steam Loct. Earnings.	Sundries. Earnings.	Total. Earnings.
		14	15	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
			£		£		£		£		£	£		£	£	£	£	£
1.	Metre Gauge.	279507.	241969.	46	428	4878.	8208.	34228.	16495.	5974.	58.	18219	508659.	986831.	2319	-	49730.	27,46,478
2.	Narrow " ..	25403.	97155.	-	-	-	-	3508	8682	-	-	915	28961.	100730.	914	-	989	4,04,250
3.	Tramway ..	7113	28051	-	-	-	-	1758	1419	-	-	-	8871	29450.	176	-	132	51,856

STATEMENT No. 9.

UNIT MILEAGE OF PASSENGERS AND TON MILEAGE OF GOODS DURING THE OFFICIAL YEAR 1922-23.

Sl. No.	Name of each individual Railway comprised in the system.	Unit mileage of passengers in thousands abstract H of Capital and Revenue Accounts.						Freight ton mileage of Goods (in thousands) Abstract I of Capital & Revenue Accounts.
		1st Class	II Class	Intermediate class.	III Class	Season and Vendor ticket.	Total	
1	2	3	4	5	6	7	8	9
1.	Metre Gauge	195	1097	193	67305	176	68966	15662
2.	Narrow Gauge	5	90	..	14138	23	14256	1197
3.	Tramway	..	32	..	767	..	799	194

STATEMENT No. 10.

Details of train mileage for the officialyear 1922-23(in thousands of miles)Statement XIV of the Capital&Revenue Accounts.

Sl. No.	Name of each individual Railway comprised in the system.	Coaching	Goods	Mixed proportion due to		Light proportion due to		Total train mileage sum of columns 3 to 8 and miscellaneous.
				Coaching	Goods	Coaching	Goods	
1	2	3	4	5	6	7	8	9
		Train miles	Train miles.	Train miles	Train miles	Train miles	Train miles	Train miles.
1.	Metre Gauge	109	147	239	61	3	2	634
2.	Narrow Gauge ..	..	33	107	18	1	1	182
3.	Tramway	..	15	//	7	1	..	46

M.R./20-10-23

METRE GAUGE.

Abstract of principal Commodities carried during the year ending 30th June 1923.

Sl.No.	Description of Goods	Quantity	Earnings.
		Tons	Rs.
I.	Chalk, Lime and Lime stone	863	6332
II.	Coal and coke carried for the public and foreign Railways.	4878	8208
III.	Cotton		
(1)	Raw	574	3593
(2)	Twist and yarn	785	8021
(3)	Piece goods European ..	16	111
(4)	-do- Indian ..	1272	12917
	Total ..	2647	24642
IV.	Dyes and Tans	2061	10786
V.	Fodder		
(1)	Oct. Cake ..	381	2020
(2)	Other fodder ..	982	5523
	Total ..	1363	7543
VI	Fruits and vegitables fresh	3042	15768
VII	Grain and pulse.		
	1. Grain and pulse ..	9046	50371
	2. Jawar and Bajra ..	1483	7698
	3. Rice in the Husk ..	4547	20589
	4. Rice not in the Husk	9217	50956
	5. Wheat	779	4104
	6. Wheat flour	1426	8700
	7. Others	13474	80116
	Total ..	39972	222534
VIII	Hemp (Indian and other fibres excluding jute)	65	432
IX	Hides and skins and leather.		
	1. Hides Raw	59	519
	2. Skins Raw	1670	12418
	3. Hides and skins Tanned and leather. ..	73	534
	Total ..	1802	13471
X	J u t e		
	1. Raw	5	34
	2. Gunny bags and cloth ..	909	5316
	Total ..	914	5350
	Carried over	57607	315066

M.R.

Sl.No.	Description of Goods		Quantity	Earnings.
			Tons.	Rs.
		B.F.	57607	315066
XI	Marbles and stone		10591	29456
XII	Metals.			
	1. Bars, sheets, Girders and other commercial forms of iron and steel		2599	14618
	2. Iron and steel machinery and mill works		1235	6932
	3. Metalic ore		111142	157157
	4. Others		3195	12383
		Total ..	118171	191090
XIII	Oils.			
	1. Kerosine		6712	42503
	2. Vegetable oils		1774	8909
		Total ..	8486	51412
XIV	Oil seeds.			
	1. Castor		575	2600
	2. Cotton		1746	8366
	3. Earthnuts		1237	6596
	4. Linseed		8	50
	5. Rape and mustard ..		59	297
	6. Til or gingelly		3179	15637
		Total	6804	33546
XV	Paper and Paste Board ..		111	763
XVI	Provisions.			
	1. Dried fruits and nuts.		1452	6873
	2. Others		2037	12741
		Total	3489	19614
XVII	Railway plant and Rolling stock carried for the public and Foreign Railways		2016	5809
XVIII	Salt		11593	38444
XIX	Spices			
	1. Betelnuts		5787	32871
	2. Chillies		399	2970
	3. Others		1684	9027
		Total	7870	44868
XX	Sugar.			
	1. Refined and unrefined ..		1383	7345
	2. Gur, rab, jaggory, molasses		653	2946
		Total	2036	10291
		Carried over	228774	740359

M.R.

Sl.No.	Description of goods		Quantity	Earnings.
			Tons	Rs.
		B.F.	228774	740359
XXI	Tea		203	1,209
XXII	Tobacco			
	1. Raw		2276	19668
	2. Manufactured		188	1,679
		Total ..	2464	21,347
XXIII	Wood			
	1. Timber unwrought		18800	72893
	2. " manufactured ..		1,368	6988
		Total	20168	79881
XXIV	Wool.			
	1. Raw		51	334
	2. Others		171	983
		Total	222	1,317
XXV	All other articles of Merchandise		32,600	106492
		Total Merchandise	2844431	950605

M.R./20-10-23.

NARROW GAUGE.

Abstract of principal commodities carried during the year ending 30th June 1923.

Sl.No.	Description of goods		Quantity	Earnings.
			Tons	Rs.
I	Chalk, Lime and Lime stone		23	80
II	Coal and coke carried for the public and Foreign Railways.		29	146
III	Cotton.			
	1. Raw		3	40
	2. Twist and yarn ..		37	250
	3. Piece goods European ..		2	14
	4. -do- Indian ..		135	1040
		Total	177	1344
IV	Dyes and tans.		732	2687
V	Fodder			
	1. Oil cake ..		72	267
	2. Other fodder ..		52	186
		Total	124	453
VI	Fruits and Vegitables fresh ..		6234	25434
VII	Grain and pulse			
	1. Grain and pulse ..		1870	4547
	2. Jawar and Bajra ..		47	168
	3. Rice in the husk ..		73	243
	4. Rice not in the husk ..		1910	7521
	5. Wheat		9	36
	6. -do- flour		24	128
	7. Others		629	1817
		Total	4562	14460
VIII	Hemp Indian and other fibres excluding jute.		1	5
IX	Hides and skins and leather.			
	1. Hides Raw		24	61
	2. Skins Raøw		45	214
	3. Hides and skins Tanned and leather		115	296
		Total	184	571
		Carried over	12066	45180

M.R.

Sl.No.	Description of goods		Quantity	Earnings.
			Tons	Rs.
		B.F.	12066	45180
X	Jute.			
	1. Raw	..	5	9
	2. Gunny bags and cloth	..	215	999
		Total ..	220	1008
XI	Marble and stone		273	632
XII	Metals			
	1. Bars, sheets, girders and other commercial forms of iron and steel		321	1180
	2. Iron and steel machinery and mill work		10	32
	3. Metalic ores		..	..
	4. Others		274	1257
		Total	605	2469
XIII	Oils.			
	1. Kerosine		242	1076
	2. Vegetable oils		67	245
		Total	309	1321
XIV	Oil seeds.			
	1. Castor		19	87
	2. Cotton		8	20
	3. Earthnuts ..		558	2763
	4. Linseed		..	..
	5. Rape and mustard ..		2	6
	6. Til or gingelly ..		113	245
		Total	700	3121
XV	Paper and paste Board		2	16
XVI	Provision.-			
	1. Dried fruits and nuts		284	1076
	2. Others	..	2481	7424
		Total	2765	8500
		Carried over	16940	62247

M.R.

Sl.No.	Description of goods		Quantity	Earnings.
			Tons.	Rs.
XVII		B.F.	16940	62247
	Railway plant and Rolling stock carried for the public and Foreign Railways.		47	54
XVIII	Salt		1214	4055
XIX	Spices.			
	1. Betel-nuts		338	1716
	2. Chillies		24	111
	3. Others		117	390
		Total ..	479	2217
XX	S u g a r.			
	1. Refined and unrefined ..		2578	10608
	2. Gur, Rab, jaggory, molasses		978	3835
		Total ..	3556	14443
XXI	T e a		2	9
XXII	Tobacco			
	1. Raw		645	3244
	2. Manufactured		55	397
		Total	700	3641
XXIII	Wood.-			
	1. Timber, unwrought ..		427	1742
	2. -do- manufactured.		184	866
		Total	611	2608
XXIV	W o o l.			
	1. Raw		18	123
	2. Others		44	22
		Total	22	145
XXV.	All other articles of merchandise		1911	7894
		Total merchandise	25482	97313

Mysore Railways. Statement No. VI.

B.A. Tramway.

Abstract of principal commodities carried during the year ending 30th June 1925.

S.No.	Description of goods.		Quantity. Tons.	Earnings. Rs.
I.	Chalk, lime and lime stone.	..	4	18
II.	Coal and coke carried for the public and foreign railways.	..		
III.	Cotton.			
	1. Raw.			
	2. Twist and yarn.			
	3. Piece goods, European.			
	4. -do- Indian.		9	40
		Total.	9	40
IV.	Dyes and Tans.			
V.	Fodder.			
	1. Oil cake.	..	1	3
	2. Other fodder.	..	54	249
			55	252
VI.	Fruits and Vegetables fresh.	..	1	6
VII.	Grain and pulse:-- 1. Grain and pulse.		17	77
	2. Jowar & Bajra.			
	3. Rice in the husk.		18	69
	4. Rice not in the husk.		100	480
	5. Wheat.	..	1	6
	6. -do- flour.			
	7. Others.		10	37
		Total.	146	669
VIII.	Hemp (Indian(and other fibres excluding jute.			
IX.	Hides and skins and leather.			
	1. Hides raw.	..	1	4
	2. Skins raw.	..	4	19
	3. Hides and skins. Tanned and leather.			
			5	23
X.	Jute.			
	1. Raw.	.. ..		
	2. Gunny bags and cloth.	..	3	13
		Total.	3	13
XI.	Marble and stone.		1	3

S.No.	Description of goods.		Quantity. Tons.	Earnings. Rs.
		B.P.		
XII.	Metals.			
	1. Bars, sheets, girders and other commercial forms of iron and steel.		3	16
	2. Iron and steel machinery & millwork.		27	114
	3. Metallic ore.		10	58
	4. Others.		8	37
		Total.	48	225
XIII.	Oils:— 1. Kerosine.		4	17
	2. Animal Vegetable oils.		1	6
		Total.	5	23
XIV.	Oil seeds:—			
	1. Castor.			
	2. Cotton.		1	2
	3. Earthnuts.			
	4. Linseeds.			
	5. Rafoo and mustard.			
	6. Til or Jingile.			
		Total.	1	2
XV.	Paper and paste board.			
XVI.	Provisions. 1. Dried fruits and nuts.		8	37
	2. Others.		6	27
		Total.	14	64
XVII.	Railway plant and Rolling stock carried for the public and foreign railways.			
XVIII.	Salt.		4	20
XIX.	Spices:— 1. Betel nuts.		18	87
	2. Chillies.		1	3
	3. Others.			
		Total.	19	90
XX.	Sugar:— 1. Refined and unrefined.		1	4
	2. Gur, rub, jaggery. Molasses		1	3
		Total.	2	7
XXI.	Tea.			
XXII.	Tobaccos:- 1. Raw		1	2
	2. Manufactured.			
		Total.	1	2
XXIII.	Wood:— 1. Timber unwrought.		6505	25097
	2. Timber. -do- manufactured.		87	133
		Total.	6592	25230
XXIV.	Wood:— 1. Raw		5	23
	2. Others.			
		Total.	5	23
XXV.	All other articles of merchandise.		171	448
		Total merchandise.	7115	28031.

Metre Gauge.

angalore - Nanjangud , Mysore - Arsikere, Birur - Shimoga
Chickjajur - Chitaldrug.

B e n g a l

B a s t a c o l l a coal

20011.1

19177.8

Rs26. 2-9 per Ton
Rs6.-8-0 —do

325.14

Rs11-0-0 per Ton
Rs11-00 per Ton

—do—

71.63 57.21 " 36.04

72.56 69.7/
55.87
73.29 63.60
69.05 39.66

Quantity of Coal consumed by Locomotives on Mysore Railways during the Financial Year ending 30th June 1923.

| Railway | | |

Harper Gauge.

Kolar District - Bangalore and Chickballapur Light Railway

Bengal

Bastacolla

3076.5

3110.9

6B 24. 1-9 per Ton

6. 8. 0 per Ton

44.11

6B 11-00 per Ton

Bellary per Ton

43.06

37.00

485-43

Loco & Carr Superintendent.

Bangalore - Nelligherry Ry.

Scale 1 inch = 4 chains.

Quantity of Coal consumed by locomotives during the Financial Year ending 30th June 1923.

Description of fuel with the coal fields and countries from which obtained	Quantity consumed by locomotives	Source of supply of coal	Average cost per ton	Remarks
Coal	Actual quantity in tons	Foreign Coal	Including all freight both rail and sea &c.	Consumption inwards calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal at the rate of 0.55 ton of oil fuel equals 1 ton of coal where nearer equivalents have not been determined by actual experiments.
			At pit's mouth	
		Indian Coal	Actual quantity in tons	
			Including all freight both rail and sea &c.	
			At pit's mouth	
Oil fuel	Actual quantity in tons		Including all freight from the source of production to the engine shed where issued to locomotives	
			At source of production	

Average cost per ton of all fuel consumed by the locomotives including all freight both rail and sea etc.

Per trail mile

Per engine mile

Per 1000 freight ton miles

Per 1000 gross ton miles

Statement "I" - Continued

Quantity of Coal consumed by Locomotives on Mysore Railways during the Financial Year ending 30th June 1923.

Railway	Province.	Coal Field	Quantity of coal supplied from each Coal Fields	Description of fuel with the actual quantity consumed by locomotives and cost per ton.										Average cost per ton of all fuel consumed by the Locomotives including all freight both rail and sea &c.	Consumption in pounds calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal at the rate of 0.55 ton of oil fuel equals 1 ton of coal where nearer equavalents have not been determined by actual experiments.			
				Source of supply of coal.														
				Foreign Coal		Indian Coal			Wood			Oil fuel						
				Actual quantity in tons.	Average cost per ton. Including all freight both rail and sea &c.	Average cost per ton. At pit's mouth	Actual quantity in tons.	Average cost per ton Including all freight both rail and sea &c.	Average cost per ton At pit's mouth	Actual quantity in tons	Average cost per ton Including all freight from the station of supply to the engine shed where issued to Locomotives.	Average cost per ton At station supply	Actual quantity in tons	Average cost per ton Including all freight from the source of production to the engine shed where issued to Locomotives	At source of production		Per train mile	Per engine mile	Per 1000 freight ton miles	Per 1000 gross ton miles
Tramways																			
Bengal																			
Bastacolla																			
			630.10														43.27	35.47	
			811.3																
			27.5																

Loco & Carr Superintendent.

STATEMENT No 13.

Number of Engines on the System for the year ending 30th June 1923. Capital and Revenue Accounts.

Miles Open 1863

METRE GAUGE.

		Number at close of 1921-22.	Number added during the year.	Total on the 30th June 1923.	Average number under repairs and renewals at any one time during the year	Percentage of the average No under repairs and renewals etc.	Total number under supply.	Remarks
a.	Engines employed exclusively on passenger working	No separate allotment is made.						*Out of 32 Engines one has been sold to Iron Works and two have been condemned namely 08 and 09 Hence total number of engines on 30-6-23 is only 29
b.	Engines employed exclusively on ~~xxxx~~ Goods working							
c.	Engines employed exclusively on mixed or on both passenger working and Goods working.							
d.	Total of all classes ..	36	6	~~42~~ 29	2.35	.83 ~~12.0~~		
e.	Average number per mile of line open of all classes on the 30th June 1923	11						
f.	Total outlay on engines to end of 30th June 1923 Capital and Revenue accounts.			16,82,369				
g.	Outlay per mile of line open, that is calculated on the actual, not on the mean mileage open on the 30th June 1923			6207				
h.	Gross ton mileage hauled per engine. Analysis item 73 and 109 entry against the head.							
	(a) in column 4 of this statement that is 12 (1)	4,159877						

M.R./24-10-23.

Statement No. 13 (continued).

Number of Engines on the System for the year ending 30th June 1933. Capital & Revenue Accounts.

Miles Open 103

NARROW GAUGE.

	No. at close of 1931-32.	No. added during the year.	Total on 30th June 1933.	Average No. unserviceable during the year.	Average No. unserviceable due to repairs during the year.	Percentage of the average unserviceable due to repairs to the total No. employed.	Total No. under supply.	Remarks.
a. Engines employed exclusively on passenger working	No separate allotment is made.							
b. Engines employed exclusively on Goods working								
c. Engines employed exclusively on Mixed or on both Passenger working and Goods working								
d. Total of all classes	7	3	10	1	10	Nil		
e. Average number per mile of line open of all classes on the 30th June 1933	.09							
f. Total outlay on engines to end of 30th June 1933 Capital and Revenue Accounts	641391							
g. Outlay per mile of line open, that is calculated on the actual, not on the mean mileage open on the 30th June 1933 ..	6288							
h. Gross ton mileage hauled per engine. Analysis items 73 and 109 entry against the head (a) in column 4 of this statement that is 12 (1)	1,425347							

Miles Open 27.

T. H. TRAMWAY.

	No. at close of 1931-32.	No. added during the year	Total on 30th June 1933.	Average No. unserviceable during the year.	Average No. unserviceable due to repairs during the year.	Percentage of the average unserviceable due to repairs to the total No. employed.	Total No. under supply.	Remarks.
a. Engines employed exclusively on Passenger working	No separate allotment is made.							
b. Engines employed exclusively on Goods working								
c. Engines employed exclusively on Mixed or on both Passenger working and Goods working								
d. Total of all classes	4	..	4	2	50		Nil	
e. Average number per mile of line open of all classes on the 30th June 1933	.15							
f. Total outlay on engines to end of 30th June 1933 Capital and Revenue accounts	63,596							
g. Outlay per mile of line open that is calculated on the actual, not on the mean mileage open on the 30th June 1933	2,385							
h. Gross ton mileage hauled per engine. Analysis of items 73 and 109 entry against the head (a) in column 4 of this statement that is 12 (1) ..	Nil.							

M.R./30-10-33.

(A). Outlay on Rolling stock.

Particulars	Total outlay (Capital and Revenue Accounts) (Statement No.VI).						Outlay per mile open					
	Metre Gauge			Narrow Gauge			2'-0" Gauge		Metre Gauge			
	H.A.Ry.	B.N.Ry.	N.M.Ry.	B.S.Ry.	C.C.Ry.	K.D.Ry.	B.C.L.R.	T.N.Ty.	T.H.Ty.	H.A.Ry.	B.N.Ry.	M.M.Ry.	B.S.Ry.	C.C.Ry.
(a) Carrying stock of all classes including all purely brakevans used exclusively on passenger service.														
(b) Motor Cars (Rail and Road).														
(c) Goods stock of all classes including all purely brake vans used indiscriminately on passenger, goods, or mixed service.														
(a) Total outlay on Coaches XI (b) ..	2505673	1362654	..	..	..	482766	250485	41479	7500	34339	15839	..	..	
Total outlay on Locomotives XI (c) ..	744742	869629	..	..	..	417366	220135	63536	..	7215	10541	..	..	
Total outlay on Rolling stock ..	5248421	3283326	..	..	..	900132	470610	105075	7500	51554	26180	..	..	

Separate outlay for passenger coaches and goods stock are not available in the general books.

S.R. 137-10-23.

Narrow Gauge			5'-0" Gauge	
Cty.K.D.Ry.	BOL.Ry.		T.H. Ty.	T.H. Ty.
..	7601	6474	1559	789
..	[illegible]673	5699	2391	..
..	14173	12163	3950	789

Statement

(B) Coaching Stock for

Particulars	Number at close of 1921-22 (Capital Revenue Account Statement No.1a	Number added during 1922-23.	Number at close of 1922-23.	Number per mile of line on 30th June 23 excluding 11 and 111 etc.
1	2	3	4	5
Metre Gauge.				
Royal Saloon Bogie	1	-	1	.019
Reserved Carriages 4 wheeled	1	-	1	.014
First class carriages 4 wheeled end door ..	1	-	1	.007
Second class carriages 4 wheeled	1	-	1	.007
First and second class 4 wheeled	2	-	2	.011
-do- Bogie	6	-	6	.033
First, Second and third class Bogie	2	-	2	.022
Composite, Intermediate and Third class bogie ..	1	-	1	.007
Composite Intermediate and Third class with Wells Bogie	1	-	1	.007
Third class carriages ordinary 4 wheeled ..	12	-	11	.041
-do- Bogie	2	-	2	.11
Third class carriages with brake 4 wheeled ..	11	-	11	.041
Brake Vans with III class and Luggage 4 wheeled	18	-	18	.068
-do- Bogie	10	-	10	.038
Third class with Postal Compt Bogie ..	2	-	2	.007
Carriage Trucks 4 wheeled	4	-	4	.015
Horse Boxes 4 wheeled	6	-	6	.022
Luggage Vans 4 wheeled	3	-	3	.011
	126		127	
Narrow Gauge.				
Royal Saloon Bogie	1	-	1	.009
Reserved Carriages 4 wheeled	1	-	1	.009
Third class Carriages without brake Bogie ..	11	-	11	.047
-do- with brake Bogie ..	3	-	3	.013
Third class with brake luggage and Postal Bogie	2	1	3	.013
First, Second and Third class carriages Bogies	4	-	4	.017
Third class with brake luggage Bogies ..	1	-	1	.009
Third Class with brake and Postal Bogie ..	1	-	-	-
	24		24	
T. N. Tramway. 2'-0".				
Third class Carriage without brake Bogie	2	-	2	.07
-do-	2	-	2	.07

M.R./24-10-23.

No. 0.13/15

78

the year ending 30th June 1923.

6	7	8	9	10	11	12
Average allowance run by each Engine between Repairs.	Average mileage run by each Engine.	Freight or mileage haul per ton carried per train mile.	Number supplied on 30th June 1923.	Average No. under repairs or renewals at any one time during the year. (Week.)	Percentage of the average number under repairs or renewals at any one time during the year. (Week.)	Remarks

4 1.08 .85

46118 136.25 36100 4

.44 1.83

One T.O.103 condemned
Two converted into Inv'land
Third class composite BCPlus
One DLT 147 condemned on
22-2-23.

One BPTB converted into
ELPTB and added vide
Item 5.

50068 137.17 56577

nil .058 1.45

nil .058 1.45

Stateme

(5) Goods Stock for the

Particulars.	Number at close of 1921 - 22.	Number added during 1922- 23.	Number at close of 1922- 23.	Number per mile of line open on 30th June 1923.
1	2	3	4	5
Metre Gauge.-				
Covered Goods ordinary 4 wheeled.	186	-	186	.7
Do. Bogie.	17	-	17	.064
Medium sided Bogie. ..	24	-	24	.091
High sided ordinary 4 wheeled ..	60	-	60	.228
Low sided ordinary 4 wheeled ..	38	-	36	.136
Horse wagon.	1	-	1	.003
Timber or rail wagons 4 wheeled..	43	2	45	.171
B.M. wagons with timber bolsters.	5	-	5	.019
Timber or rail wagons with ~~timber~~ single bolsters 4 wheeled. ..	3	-	3	.011
Brake vans 4 wheeled. ..	5	-	5	.019
Travelling cranes 4 wheeled ..	7	-	6	.022
Accidentvan 4 wheeled. ..	1	-	1	.003
Powder Vans 4 wheeled. ..	2	-	2	.007
Total.	398 393	2	389 397	-
Narrow Gauge.-				
Covered goods ordinary 4 wheeled.	34	-	34	.33
Do. Bogie. ..	10	-	10	.098
High sided wagons 4 wheeled. ..	16	-	16	.156
Do. Bogie ..	3	-	3	.029
Low sided wagons ordinary 4 wheeled.	20	-	20	.196
Timber Trucks Bogie. ..	2	-	2	.019
Brake vans 4 wheeled. ..	2	-	2	.019
Travelling cranes 4 wheeled ..	2	-	2	.019
Total.	89	-	89	-
T.N. Tramway.-				
Covered goods wagons 4 wheeled. .	2	-	2	.07
Timber or rail wagons. ..	20	-	20	.76
Platform wagons. ..	12	-	12	.46
Travelling cranes. ..	2	-	2	.07
Total.	36	-	36	-

t No. 9. 16.

ear ending 30th June 1923.

99

Average mileage run by each during 1922-23.	Average mileage run by each per diem.	Freight on mileage hauled as per Goods vehicles during 1922-23.	Average Tare of each.	Average carrying capacity of each.	Number under supply on 30th June 1923.	Average number under repairs or renewals at any one time during the official year(week)	Percentage of average number under repair or renewals.	Remarks.
6	7	8	9	10	11	12	13	14
-	-	-	3 - 10	7 - 13	-	-	-	
-	-	-	10 - 0	20 - 0	-	-	-	
-	-	-	9 - 11	19 - 0	-	-	-	
-	-	-	3 - 3	8 - 0	-	-	-	
-	-	-	4 - 10	11 - 15	-	-	-	2 L.S. trucks converted into P.T.L. and added.
-	-	-	5 - 7	8 - 0				
-	-	-	3 - 0	8 - 0				
-	-	-	9-- 0	23 - 0		2.1	.53	
-	-	-	3 - 2	8 - 0				
-	-	-	6 - 0	3 - 5				
-	-	-	28 - 0	5 - 0				One Crane No.494 was handed back to M.& S.M. on 24-7-22
-	-	-	5 - 10	5 - 10				
-	-	-	5 - 6	11 - 0				
0148		27.80	36.827					
-	-	-	3 - 3	6 - 10				
-	-	-	6 - 8	13 - 13				
-	-	-	3 - 0	7 - 0				
-	-	-	6 - 5	13 - 10				
-	-	-	2 - 15	7 - 5		.86	.97	
-	-	-	5 - 8	14 - 10				
-	-	-	7 - 0	3 - 0				
-	-	-	21 - 0	5 - 0				
096		13.96	11.591					
-	-	-	1 - 10	2 - 10				
-	-	-	1 - 0	5 - 0				
-	-	-	1 - 0	5 - 0		.35	.97	
-	-	-	3 - 0	1 - 10				
11.		Nil.	Nil.					

Statement No.9 (3)

Mileages run by Engines for the year ending 30th June 1923.

Gauge	Total miles run during 22-23.	Miles run by each Engine per annum (Average.)	Mileage run by each Engine per diem. (Average.)
M e t r e	633512	21845	60
N a r r o w	182427	18243	50
T.N. Tramway	46103	11526	32
Total	862042	51614	142

M.R./24-10-23.

Statemen

Locomotives and Vehicles fitted with Automa

Number of Locomotives and Coaching and Goods vehicles excl

Particulars.	Locomotives. Number fitted.	No.not fitted.	Percentage of fitted on total.	Coaching vehicles brake vans exclus on passenger serv: Braked.	Piped.	Not fitted.	Total.	Percentage of braked on total
Metre Gauge.-								
Locomotives.-	21	8	72.41	-	-	-	-	-
1. Saloons,Royal and State Bogie ..	-	-	-	5	-	-	5	100
2. Reserved Carriages 4 wheeled ..	~~3~~	-	-	3	-	-	3	100
3. First class carriages 4 wheeled ..	-	-	-	1	-	1	2	50
4. First & Second class carriages 4 wheeled.	-	-	-	1	-	2	3	33.
5. Second class carriages 4 wheeled ..	-	-	-	1	-	1	2	50
6. First & Second class carriages Bogie..	-	-	-	6	-	-	6	100
7. First, Second and Third class Bogie ..	-	-	-	6	-	-	6	100
8. Composite Intermediate & Third class Bogies. ..	-	-	-	2	-	-	2	100
9. Composite Intermediate and Third class Mail Bogies. ..	-	-	-	2	-	-	2	100
10. Third class carriages ordinary 4 wheeled.	-	-	-	-	-	11	11	-
11. Third class carriages Bogie. ..	-	-	-	29	-	~~29~~	29	100
12. Third class carriages with brake and luggage 4 wheeled. ..	-	-	-	14	-	4	18	77.
13. Third class carriages with Postal Compartment Bogie. ..	-	-	-	2	-	-	2	100
14. Third class carriages with brake 4 wheeled. ..	-	-	-	-	-	11	11	-
15. Third class carriages with brake and luggage bogie. ..	-	-	-	10	-	-	10	100
16. Horse Box 4 wheeled. ..	-	-	-	3	3	3	6	50
17. Carriage trucks 4 wheeled. ..	-	-	-	2	2	2	4	50
18. Luggage vans 4 wheeled. ..	-	-	-	1	-	4	5	2[illegible]
19. Covered ~~wagons~~ goods wagons Bogie ..	-	-	-	-	-	-	-	
20. Covered goods wagons 4 wheeled. ..	-	-	-	-	-	-	-	
21. Low sided wagons 4 wheeled. ..	-	-	-	-	-	-	-	
22. High sided wagons 4 wheeled. ..	-	-	-	-	-	-	-	
23. Medium sided wagons Bogie. ..	-	-	-	-	-	-	-	
24. B.M. wagons with timber bolsters. ..	-	-	-	-	-	-	-	
25. Timber trucks 4 wheeled. ..	-	-	-	-	-	-	-	
26. Timber trucks with single bolsters 4 wheeled. ..	-	-	-	-	-	-	-	
27. Brake van 4 wheeled. ..	-	-	-	-	-	-	-	
28. Horse wagons 4 wheeled. ..	-	-	-	-	-	-	-	
29. Accident van 4 wheeled. ..	-	-	-	-	-	-	-	
30. Powder vans 4 wheeled. ..	-	-	-	-	-	-	-	
31. Travelling cranes 4 wheeled. ..	-	-	-	-	-	-	-	
~~Total:~~								
Narrow Gauge.-								
Locomotives. ..	3	7	30%					

Nil.

T.N. Tramway.-

Nil.

K.S.25/10/23.

nt No. 18 /3

ic Vacuum brake on the 30th June 1923.

(81

ding cranes with dummies fitted with automatic vacuum brakes.

including vely ce.	Goods vehicles including brake vans used indiscriminately on passenger goods or mixed service but excluding cranes and their dummies.						
Percentage of piped on total.	Braked.	Piped.	Not fitted.	Total.	Percentage of braked on total.	Percentage of piped on total.	Remarks.
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-

Administration Report on the Railways in India for 1952-1953 vehicles lighted by gas and electricity for the year ending 30th June 1953.

Particulars	Number of Vehicles suitable for lighting by elec. or electricity.	Number of vehicles fitted for lighting with Gas	Electricity.	Total	No. of vehicles not fitted.	Percentage of fitted to col. 2 (col. 5 x 100 / col. 2)	Remarks.
	2	3	4	5	6	7	8
METRE GAUGE.							
Saloons Royal and State Reserved Carriages 4 Wheeled.	5	-	5	5	-	100	
First class carriages 4 wheeled ..	3	2	1	3	-	100	
First and Second class carriages 4 wheeled.	2	2	-	2	-	100	
Second class carriages 4 wheeled.	3	2	1	3	-	100	
First and second class carriages Bogie ..	2	2	-	2	-	100	
First Second and Third Class Bogie ..	6	1	5	6	-	100	
Composite intermediate Third class Bogie	6	-	6	6	-	100	
Composite intermediate Third class with A Bogie	2	-	2	2	-	100	
Third class Carriages ordinary 4 wheeled	2	-	2	2	-	100	
Third class carriages Bogie.	11	11	-	11	-	100	
-do- with brake 4 wheeled.	29	29	10	29	-	100	
-do- with brake and luggage -do-	11	11	-	11	-	100	
-do- -do- Bogie	18	11	7	18	-	100	
Third class with Postal Compartment Bogie.	10	2	8	10	-	100	
Horse Boxes 4 wheeled	2	1	1	2	-	100	
Carriage Trucks 4 Wh.	6	4	2	6	-	100	
Luggage Vans 4 wheeled.	4	4	-	4	-	100	
	5	5	-	5	-	100	
NARROW GAUGE.							
State Saloon Bogie	1	-	1	1	-	100	
Inspection Carriages 4 Wheeled	1	-	1	1	-	100	
1st, 2nd and 3rd class Bogies	4	-	2	2	2	50	
III class carriages Bogie	11	-	7	7	4	63.6	
-do- with brake ..	3	-	1	1	2	33.3	
III class with brake luggage Bogie	1	-	1	1	-	100	
-do- with brake luggage and Postal Bogie.	3	-	1	1	2	33.3	
T.N. TRAMWAY.							
III class Bogie	2	-	-	-	2		
-do- with brake	2	-	-	-	2		

H.R.

Statement

~~APPENDIX~~ 9.20

Statement showing the Dispensaries maintained on the Mysore State Railways worked by the M. & S. M. Rail Co., and also by the State during the year 1922-23.

Sl. No.	Names of Railways.	Number of Dispensaries	Dispensaries maintained at	Cost exclusive of Medicines.	Cost of Medicines.	Total cost	Proportion debit to Mysore St
1	2	3	4	5	6	7	8
	Lines worked by the M&S.M.Railway Co.						
1.	Bangalore-Harihar Railway	3	Bangalore city, Arsikere and Harihar.	..	..	5,498	750.70
2.	Bangalore-Hindupur Railway						
3.	Kolar Gold Fields Railway	2	Bangalore Cantt. Bowringpet	..	..	2,887	13.59
	Lines worked by the State.--						
4.	Bangalore-Mysore Railway	2	Mysore & Tarikere.	3286	672	3,958	39.58
5.	Mysore-Nanjangud Railway						
6.	Birur-Shimoga Railway						
7.	Mysore-Arsikere Railway						
8.	Kolar District Railway						
9.	Bangalore-Chickballapur Light Railway						
10.	Tarikere-Narasimharajapura Tramway ..						
11.	Chickjajur-Chitaldrug Railway.						
12.	Iron Works Tramways						

M.R./26-10-23.

Statement No. 21

~~Annexure.~~

Statement showing the nature of accidents that occurred on Mysore State lines worked by the Madras and Southern Mahratta Railway Co., and on the Mysore Railways worked by the State during the year 1926-27.

Sl. No.	Name of Railways.	No. of persons.	Derailment during shunting operations.	Accidents to bullock carts at level crossings.	Parting of trains.	Block irregularities.	Engine failures.	Cattle run over by trains on line.	Other minor accidents.
1	2	3	4	5	6	7	8	9	10
1.	Lines worked by the Madras and Southern Mahratta Railway Co., Ltd.-								
	On Metre Gauge lines.	14	19	1	-	-	16	68	19
	On Broad " "	7	8	-	-	-	3	18	-
2.	Lines worked by the State.-								
	On Metre Gauge lines.	6	12	1	4	2	15	69	15
	On Narrow " "	5	4	-	1	-	12	5	3
	On Kolar-Narasimharaja-pura Tramway 2'-6" Gauge.	1	7	-	7	-	-	1	-
	Total.	33	50	2	12	2	46	201	37

C.E./17/10/28.

on the Mysore State Railway worked by the ...Railway Co.Ltd.) during the year 1928-29. Bangalore Harihar Railway.

Year.	Strength. Offi cers	Men.	Total.	Cost.	Total.	Remarks.
1928-29.	11	73	84	0 0 29530 10 8	31519 10 8	Controlling staff 1. Dist. Supdt. of police - duty allowance at 100 per mensem.
Conveyance allowance for 1 Inspector, 2 Sub Inspectors at 15 each.				540 0 0	720 0 0 Con.all.	
-do- 1 Sergt. @ 30 each.				340 0 0		
Controlling staff.				1200 0 0		

Bangalore Hindupur Railway.

Year	Strength. Officers.	Men.	Total.	Cost.	Total.	Remarks.
1928-29.	--	2	2	522 0 0	522 0 0	

Kolar Gold Fields Railway (B.B.C.I. section)

Year	Strength. Officers.	Men.	Total.	Cost.	Total.	Remarks.
1928-29.	2	12	14	4925 5 4) 180 0 0) (Con. all.)	5105 5 4.	

Statement showing the strength and cost of the Railway Police employed on the several lines worked by the State for the year 1928-29.

S.No.	Sections.	Actual No. Officers.	Men.	Total.	Cost.
1.	B.B.&C.I. section. ..	3	40	43	10,0[illegible]- 9- 8
2.	M.S.A.Railway. ..	3	35	37	[illegible]-11-11
3.	Bangalore Kolar Railway..	3	34	37	5,070- 0- 0
4.	Birur Shimoga Railway. ..	3	20	23	[illegible]- 8- 7
5.	[illegible] C.C. Railway..	1	10	11	1,047-10- 0
6.	Kolar Gold Fields. ..	1	10@	17@	2,080- 0- 0
7.	M.S. Railway. ..	1	8	9	1,800- 7- 0
	Total.	14	153@	167@	

Statement No. B. 23.

Number of servants of all races employed in the system (open lines only) and the amounts deposited by them in the Provident Fund at the close of 30th June 1925.

Number of servants employed.						Number of depositors in the Provident Fund.		Amount at their credit in the provident fund on 30th June 1925.			
Europeans.		Anglo-Indian.		Indians.		Total.						Voluntary deposit.	Compulsory deposit.	Bonus given by the Rys.	Total.
1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	1921-22.	1922-23.	Voluntary.	Compulsory.						
												Rs.	Rs.		
5	5	51	55	2,756	3,214	2,792	3,252	-	957			249685-11-4	111268-9-7		361248-4-1

STATEMENT No. 24

NUMBER OF MEN ENROLLED AS VOLUNTEERS AT THE END OF FINANCIAL YEAR 1922-23.

Particulars	Enrolled strength					Total number of Europeans and Anglo Indian employees on the Railway.	Sergeant instructors furnished by the army.	Remarks
	Efficients			Non-efficients.	Total number of volunteers of all nationalities in corps including those on construction work.			
	Officers	Non-commissioned officers.	Volunteers					
Loco and Carr. Department	..	..	13	..	13	34	..	

STATEMENT No. 25

TRANSACTIONS OF THE FINE FUND FOR THE OFFICIAL YEAR 1922-23.

Assets				Liabilities							
Balance on 30th June 1922	Fine and Removal fees realised during 1922-23.	Interest on balance for 1921-22	Total	Hospital for sick employees	Compassionate allowance.	Schools	Recreation clubs.	Miscellaneous	Total	Balance on hand on 30th June 1
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2925	1,231	100	4,256	..	..	60	75	10	135	4,121

M.R./26-10-23.

Appendix C.

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Administration Report of the Audit and Accounts Department for the year ending 30th June 1923.

.....oOo....

==========

Encl: Nil

39

Administration Report of the Audit and Accounts Department for the year ending 30th June 23.

....oOo....

HEAD QUARTERS OF THE OFFICE.

1. The Office was shifted from Bangalore to the Exhibition Buildings, Mysore in April 23.

PERSONNEL.

2. The late Mr. T. Lakshminarasimha Rau was Auditor till the 11th May 1923 from which - date he went on Privilege Leave owing to - ill-health and Mr. A.N. Raghavachar was - appointed as Auditor in charge and continued to be such till the end of the year. Mr. E.V. Ganapathi Iyer, Assistant Commissioner, was posted for training to the Audit Office in September 1922. In other respects the personnel of the Gazetted Staff continued to be the same as in the preceding year.

3. In accordance with Government Order No. Fl. 4693-5/G.F. 190-19-2 dated 6th February 1920 sanctioning the deputation of Accountants to British Indian Railway Offices for training, two Accountants were deputed to the Eastern Bengal Railway and one to the Madras and - Southern Mahratta Railway Company in May 1923 for training in Railway Audit and Accounts. The period of training was fixed at nine - months and at the close of the year only about a month thereof had expired. The Railway - Higher Accounts Examination was held twice during the year and 6 out of 7 candidates - secured a pass therein. The Lower Accounts Examination was held in August 1922 and both

the

the candidates that sat for it passed.

INSPECTION OF THE OFFICE BY THE COMPTROLLER.

4. In Order No. R.S. 2984-87/Ry.F. 229.G 22-23 dated 23rd June 1923 Government communicated orders on the Report of Inspection of this office by the Comptroller. Action has been or is being taken in accordance therewith as well as on other points in the Inspection Report regarding which the Comptroller had himself issued orders. The state of work in the office at the end of each month is being reported every month in detail to the Comptroller.

VOLUME OF WORK DONE.

5. The appended statement gives the nature and volume of work turned out by this office under some important heads.

RELATIONS WITH OTHER DEPARTMENTAL OFFICERS.

6. An essential requisite for the proper working of the Audit Office is that the accounts, bills, and the explanations for objections, should come in time and in a perfect condition from the Departmental Officers. Unfortunately the state of affairs in this respect leaves much to be desired, resulting in unnecessary correspondence and delay and unsatisfactory work all round. The following are a few instances.-

(1). In a certain work bill for diverting the T.N.T. Line the allocation was first omitted and when it was sent back for noting the allocation, it was returned to the Audit Office after one month.

(2). 56 Disallowance Lists on Salary and T.A. Bills issued prior to June 1922 were returned in a batch after long delay on 5th June 23 by a certain officer of the Traffic Department.

(3). Work Order numbers and particulars

of sanctioned estimates and up to date outlay in the Workshop were in many cases omitted in the Workshop Out-turn Statement.

7. The relations of the Audit Office with the other Departments were not as cordial and happy as they could and ought to be. The attitude of other Departments is generally to give as little information as possible in documents going to the Audit Office, and at times to resent questions calling for additional information. If full information is given as a matter of course, there will be less occasion for unnecessary- and at times, the reverse of cordial,- correspondence and the Audit Office will be able to do its work with ease and with full information at its disposal. In cases of apparent conflict between the Audit and other Departments, a little though bestowed by each Department on the aspect a - - disputed question may present to the other Department and a little charitable consideration that each Department is doing its own duty in its own way in the interests of the Railway Administration as a whole without any personal animus or motive will help to clear the atmosphere considerably and would bring about greater harmony and co-operation among the Departments as a whole For instance, in the case of the Tramways Division, it was observed that certain intermediate bills of Piece-workers were paid from Imprest- which was objected to as opposed to rules. On the Executive Engineer representing his departmental difficulties and that some procedure for prompt and intermediate payment was necessary in such cases, it was arranged to audit and pay such bills promptly through the Cashier at Tari-

kere

Tarikere as a special case, thus avoiding both Account objection and Departmental inconvenience. Another way in which Audit objections could be minimised would by previous consultation with the Audit Departmentin doubtful cases, by availing largely of the services of Auditor as - - Financial Adviser. It may be mentioned that there were a few cases in which expenditure was sanctioned without Audit certificates.

DEFECTIVE PRACTICES AND REMEDIES.

8. Cost of materials used upon works were not in some cases adjusted during the same year resulting in apparent lapses of grant in that year and defective representation of facts in accounts and upsetting of the grants for the subsequent year and also involving transfers between Capital and Revenue.

A few instances are noted below:-

(1). The cost of rails etc., used up during the year on the Extra Siding for Central Workshops has not been taken into accounts of the current year.

(2). The cost of P.W. Materials and Girders used in the construction of a new Crossing Station at Bydarahalli during the year was not adjusted in the year's account.

(3). The cost of the iron-trusses and the roofing materials of the New Machine Shed in Workshop is yet to be adjusted against the work.

(4). The cost of materials purchased for the construction of a New Engine Shed at Mysore amounting to over Rs. 57,000/- and used upon the works long ago had not at all been adjusted until in the month of August 1923, at the instance of the Audit Office, the Stores Department accounted for the - issue of the article.

9. The above defect was found to be due partly to the long standing procedure of passing through the Stores Books, articles directly received and used by the various Departments for works

of stores against the concerned works, being delayed or lost sight of altogether. Government have accordingly ordered on the Audit and Appropriation Report of the Comptroller for the year 1921-22 that such items should not be passed through the Stores Books.

10. Estimates for Rolling Stock were being sent up only for erection charges excluding cost of materials, with the result that there was no estimate or sanction for the total outlay against the same. On this being pointed out to Government it was ordered in Government Order No. Fl. 244-7/G.F. 12-23-1 Dated 12th July 1923 that the following procedure should be followed:-

(1). Administrative sanctions should first be obtained for incurring the expenditure, i.e., for the particular units of Rolling Stock.

(2). A complete detailed estimate both for cost and erection should be next got up and after audit scrutiny, technical sanction to the same obtained.

(3). Next should be obtained the sanction to the purchase of materials after obtaining Audit Certificate as regards funds, estimate etc.

INSPECTIONS AND DEFECTS NOTICED.

11. Three Offices were inspected by the - - Auditor and his Assistants. The office of the Loco Superintendent was inspected for the - - first time by the Senior Assistant Auditor. The important defects noticed were.-

(1). The imperfect record of the performance of service, the cost and the life of the various vehicles and engines in the Vehicle and Engine Ledger of the Loco Department.

(2). The incorrect preparation of the - - Mileage Statements rendered to the Audit Office upon which much of the subsequent Statistical computation is carried out in the

the Central Audit Office.

(3). The discrepancies in the quantity account of coal due to the non-existence of a Coal Checker at the Junction Stations to supervise the transhipment of coal from the Broad Gauge into the Metre Gauge Line and to x tally the quantities then and - - there with the loads in the wagons in - - different gauges. A coal checker has since been appointed for the purpose by the Administration.

(4). Considerable confusion in account was caused by stores issues to Workshop and to other branches of the Loco Department being clubbed together in the same Stores Summaries. Separate Summaries are now being sent to prevent this confusion.

12. The accounts of all the stations were inspected during the year by the Travelling Inspector of Accounts.

The accounts of worked lines were Test-Audited twice in the course of the year by the Test-Audit staff and their reports submitted to Government. It was discovered that the Shunting Charges of the several Metre Gauge Joint Stations of the Mysore Worked Lines were wholly taken credit for by the Company and our proportion was got refunded after due scrutiny.

FINANCIAL AND OTHER MISCELLANEOUS IRREGULARITIES.

13. A. REALIZATION OF REVENUE.

1. Two Cash bags of Bangalore City Station received at Mysore on 30th March 1923 and - - supposed to contain Rs. 1234-10-6 was found to contain some torn pieces of paper and Rs.144/4/3 This was immediately noticed by the Traffic Department and it was found by the Traffic Manager that the removal of cash was rendered possible by a mechanical defect of the Cash Chest The matter is under Police investigation.

2. A day's collection at Yedatore amounting to Rs. 98-1-3 was stolen by persons unknown and this matter also is under Police investigation.

3. Casually in the course of Checking - claims preferred by the adjoining Railways, it was found that certain high officials - travelled in s Reserved Carriages without - issuing requisitions to the Station Masters concerned for the accommodation required in the trains they travelled in. But for the claim by the Foreign Railway the dues to our Railway might not have to come light. The Traffic Manager has been addressed in the - - matter and the disposal of the question is awaited.

B. DEPARTMENTAL EXPENDITURE.

1. 18 instances of double claims of Establishment Charges amounting to Rs. 182/- in all were detected and the Departmental Officers accepted the mistakes in all cases - - except one which is still under correspondence.

2. A certain bill for Electrical installation for Rs. 600 relating to the year 1921 was sent to the Audit Office for payment in August 1923 more than two years after.

3. The claims of a certain firm for the - - supply of tiles during 1918 for Rs.38-9-3 was sent to the Audit Office in the year 1921 and it was found that an over payment had been made to the firm during Mysore-Arsikere Railway Construction period on this being pointed out the claim was reduced to Rs.3-9-3.

4. The pay of a certain Sub Overseer was charged to a certain Estimate which did not provide for Work Establishment. The matter was immediately brought to the notice of the Agent and it is still under correspondence.

5. Outlay upon Ginigehalla Bank on C.C. Railway for filling up breach caused by flood was charged to Capital and paid from Imprest and on objection being taken by the Audit - Office the outlay was written back to Revenue subsequently.

6. An estimate for a Loop Line at Bidare Station was sent up after the work was completed for mere regularization of outlay.

7. The long delayed Completion Report for the M.A. Railway Project was compiled under Audit supervision and submitted to Government. Similar reports for the T.N. Tramway and the C.C. Railway Projects are overdue to Government and the Administration is being pressed in the matter.

8. A duplicate bill for supply of Fire bricks relating to the year 1918 was sent up for payment during the year, the word " Duplicate " being altered into " Original ". The validity of the claim is under correspondence with the Chief Store-keeper.

9. A letter was received from the Chief Store-keeper stating that a certain firm complained of non-payment of bills for Rs. 42 and Rs. 11-6-0 relating to Requisition No.2786 of 28-3-1918. on looking into the records of the Audit Office it was found that these amounts had been paid on 8th April 1918 and the Chief Store-keeper has been informed accordingly and

asked to take up with the firm for complaining of non-payment of bills paid long ago. His reply is awaited.

TRAFFIC OUTSTANDINGS.

14. The amount of outstandings up to the end of the year was Rs. 2,22,931. Out of which the amounts due by the Iron Works, Sandal Oil Factory and other Government Departments was Rs. 1,43,854. There have been in some - cases delay in payment by Government Departments.

CHANGES IN PROCEDURE.

15. Instead of two separate sets of Capital and Revenue Accounts one for the Railway Year and the other for the Official Year, only one for the Official year was ordered in Government Order No. R.S. 2513/Fl.25.O.L. dated 23rd April 23.to be compiled.

A system of Daily reconciliation of Cash payments with the various Account Books was introduced in 1922 to facilitate the closing of the Monthly Accounts earlier.

FINANCIAL RESULTS.

16. The Gross Earnings for the year of both the lines worked by the M.&.S.M. Railway and by the State amounted to Rs. 76,42,579-0-0 leaving a net receipt of Rs. 83,191-0-0 after deducting a sum of Rs. 75,59,388-0-0 on account of Working Expenses and Interest and Share of Surplus Profits paid to the Company. The result is an improvement over the previous year's record by Rs. 5,78,528.

Audit Office,
Dated 30th Oct:23.

S Ramanuja
Auditor, Mysore Railways

MT/30-10.

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Audit Office,
Dated 30th Oct:23.

Auditor, Mysore Railways

MT/30-10.

Statement showing the volume and nature of work done during the year ending 30th June 1923.

.....

1. Number of bills audited.	....	7501
2. Number of Objection Statements issued...		790
3. Error Sheets issued to Stations	No...	3017
	Amount	Rs.7015
4. Discrepancy Memos issued to Foreign Railways.	No...	81
	Amount.	Rs.260
5. Number of Invoices audited.	....	1,18,000
6. Number of Way Bills audited.	....	81,504
7. Number of Credit Notes audited	....	4,000
8. Value of Stores transactions dealt with.	Purchases.	Rs.48,66,277
	Issues.	Rs.44,85,238

.....

Audit Office,
Mysore Dated 30th Oct: 23

S. Thacianang

Auditor, Mysore Railways.

G. B.-S. VI—G/32]

SUBJECT .....

.....

.....

Diary No. of letter replied to ....

General and Revenue Secretariat

( )

, the *192* .

Date of issue 5/12/23

Signed by Mr. C. S. K.

Section 800

File No. 131—23

Serial No. 2

No. G 9134 / Enclosures.

To The Supdt., Govt. Printing,
Bangalore.

Sir,

I am directed to forward herewith a copy of the Report on the Administration of the Railway ~~Branches~~ Department for 1922-23 together with Appendices A & C and statements 1 to 25 [illegible] being (kindly) set in type (and early) sending two clean proofs to the Asst. Mysore Railways. The final printed copy may be bound along with the Govt. review which

over.

WD 0632-GPB—1800C—16-8 23

will be sent later on.

Thanks

Cons 3/12

To Chief Secy to Govt

G 91358 5-12-23

Copy of Mr above is forwarded to the Genl Manager, Mysore Railways, for information.

S.O.

Cons 3/12

To Chief Secy to Govt

3/12/23

List of enclosures.

Copied by

Examined by

G. R. S. VI—G/32]

SUBJECT .....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

, the 192 .

Date of issue 19/12/23

Signed by Mr. C.S.K.

Section

File No.

Serial No.

No. G 9850

To The Supdt, Govt Printing

Sir,

In continuation of this office letter no: G 9134/Fin of 5/12/23 forwarding the Admn Report of the Railway Dept for 1922-3 for being set in type, I am directed to request that the original of the Auditor's report, which forms Appx C thereto, may be returned for reference and that pending orders the same may not be finally printed.

I have &c

- Cons 19/12

for Chief Secy to Govt

over.

WD 0632 - GPB—1800—16-8 23

19/12

19/12/23

C277

Proceedings of the Government of His Highness the Maharaja of Mysore.

Fin 131-23-3

R e a d:-

Administration Report of Railways in Mysore for the year 1922-23 received from the Agent, Mysore Railways, with his letter No.226 dated the 10th November 1923.

...

Order No. 10751-4

Bangalore, 15th January 1924.

Personnel ~~Staff~~.

Mr. C. Dove Wilson was the Agent and Engineer-in-Chief as also Secretary to Government for Railways except from 30th May 1923 when he proceeded on leave for four months. During his absence ~~on leave~~, Khan Sahib Abdul Aziz Khan, Traffic Manager, acted as Agent and Secretary to Government in addition to his own duties. Mr. R.E. Bury, Loco and Carriage and Waggon Superintendent, having resigned on 11th April 1923, Mr. K. Gopalaiengar, Assistant Loco Superintendent, was in charge of the Department for over two months. During Mr. Dove Wilson's absence, Mr. K. Srinivasaiengar was placed at the head of the Engineering Department. The late Mr. T. Lakshminarasimha Rao went on privilege leave from 11th May 1923 and Mr. A.N. Raghava Char held the charge of the

the Audit Office.

2. Open Lines.

Of the Open Lines, 9.88 miles (Broad Gauge) and 261.6 miles (Metre Gauge) are worked by the M.S.M. Railway Company on behalf of the State. The Capital outlay on the ~~company worked~~ lines is Rs.1,88,50,861. 263.6 miles (Metre Gauge), 102.2 miles (2'-6" gauge) and 36.2 miles of Tramway are worked by State Agency, their capital cost amounting to Rs.2,85,72,372.

3. Results of working.

(a) Lines worked by the M.S.M. Railway Company.-

The gross earnings during the year under review were Rs.44,40,015 being Rs.4,97,616 more than in the previous year. The working expenses fell from Rs.28,03,122 to Rs. 28,00,018. The percentage of net return on capital outlay was accordingly 8.7 as against 6.06. Allowing for the share of the net earnings payable to the company and the interest charges on the capital ~~formed~~ found by the Company and the State after the year 1907, the net gain to the State for the year was Rs.8,17,719 as against Rs.2,62,734 in the previous year.

(b) Lines worked by State Agency.-

The Capital Expenditure during the year amounted to Rs.16,97,243. This heavy outlay was chiefly due to the purchase of additional locomotives and the capital share of renewals of the permanent way. The

The following are some of the important works that were completed or were in progress:-

(i) Substituting 60 lbs. rails for the 41¼ lbs rails for a length of 12 miles from Bangalore on the Bangalore-Mysore-Nanjangud Section.

(ii) Re-modelling of the Loco yard at Mysore and the construction of an Engine Shed.

(iii) Extension of the Saloon Shed at Mysore.

(iv) Addition and alteration to the Exhibition Buildings at Mysore to accommodate the Audit Office.

(v) Construction of a machine shop at Mysore with the necessary sidings.

(vi) Building of additional Staff Quarters at Mysore.

(vii) Strengthening of girders wherever necessary on the Bangalore-Mysore Section to enable the running of the G/S Class Engines.

(viii) Improvement of watering arrangements at Bidadi and Maddur and

(ix) Construction of a new crossing station at Byaderhalli between Yeliyur and French Rocks.

The gross earnings for the year amounted to Rs.32,02,564 being an excess of Rs.1,98,482 over the gross earnings of the previous year and the working expenses Rs.27,20,291 as against Rs.26,39,755. The percentage of working expenses to Gross Receipts was 84.94 as against 87.87 in 1921-22. The ratio of working expenses to gross receipts in the Mysore Railways is high as compared with the results obtained on large Railway systems in India and

elsewhere, but this is due to the comparatively small mileage of the Mysore Railways making the overhead charges heavy and to the fact that the Mysore Railways consist of detached feeder lines on three different gauges taking valuable additional traffic to the M.S.M. Railway at comparatively little benefit to themselves. ~~Government are glad to find that~~ The percentage of net earnings to the capital outlay showed a slight increase, from 1.36 to 1.66. The need, however, for economising expenditure and for enhancing receipts with a view to the keeping of the proportion of the working expenses at a lower level ~~to the level obtaining on the M.S.M. system~~ is very pressing and Government trust that the investigation ordered while reviewing the report for 1921-22 will be carried out expeditiously and suitable proposals submitted. Though there has been some improvements in earnings ~~Government regret to observe that~~ if the interest on the capital expenditure is deducted, the working of the lines under State agency ~~has~~ show a ~~resulted in~~ a loss of Rs. 7,34,528.

The figures in the annual ~~relative position of the State~~ are worked lines ~~is~~ given below:-

P.T.O.

Section.	Mileage	Total capital outlay in thousands.	Gross earnings in thousands.	Net earnings in thousands.	Interest on capital expended in thousands.	Net loss in thousands.
1. Bangalore - Mysore	86.03	67,19	15,32	2,43	2,66	23
2. Mysore-Nanjangud.	15.8	6,60	1,16	16	26	9
3. Birur-Shimoga.	37.92	25,19	4.83	69	101	31
4. Mysore-Arsikere.	102.95	124,05	5,63	82	5,61	4,79
5. Chikjajur-Chitaldrug.	20.9	11,92	50	7	64	56
6. Bangalore-Chickballapur	38.63	14,71	1,56	21	55	33
7. Bowringpet- do.	63.57	25,50	2,47	35	94	59
8. Tarikere - Narasimharajapura.	26.6	7,15	45	5	30	24
9. Thadasa- Hebbe	9.6	3,38	6	—	16	16
Total ..	402	2,85,72,372	32,02,564	4,82,273	12,16,801	7,34,528.

4. Traffic.

The number of passengers carried during the year on the State worked lines was 35,09,160 being 5,12,166 less than during the previous year and for the earnings from Passenger traffic amounted to Rs.18,46,322 as against Rs.18,05,541. This was due to the raising of fares. The ordinary Third class fare, which at the beginning of the year was raised from 3 pies to 4 pies per mile, was, however, reduced in February 1923 to 3½ pies per mile on the metre gauge and 3¼ pies per mile on the 2'-6" gauge. The receipts from goods Traffic increased from Rs. 9,4[illegible],934 to Rs.11,17,214.

5. Stores.

Stores valued at Rs.48,66,271 were purchased during the year. The value of Stores issued amounted to Rs.45,92,284, the net value of Stores on hand at the close of the year being Rs.9,92,525. The heavy charges under receipts and issues are due to the inclusion of the following transactions:

(i) Purchase of nine locomotives - Rs.13,82,695.

(ii) Purchase of 120 Timber Ore Trucks for the Bhadravati-Rs.6,98,966 and

(iii) Balance of the cost of the Hopper Wagons paid during the year - Rs. 4,00,000.

6. Loco, Carr and Wagon Departments:-

There were 29 Engine failures during the year as against 33 in the year previous ~~as against~~

~~against 33 in the year previous~~. There was a reduction in coal consumption due to the introduction of more ~~powerful and~~ efficient locomotives. Nine engines and six coaching vehicles were placed on the line during 1922-23. Two "N" class metre gauge engines built in 1877 were condemned as unfit for use and a similar engine built in 1882 was sold to the Bhadravati Iron Works. Good progress was made during the year in installing electric lights in place of ~~for~~ gas lights in the coaching vehicles. Six Engines, 82 coaching vehicles and 186 goods ~~and~~ wagons were repaired in the Railway Workshops during the year.

7. Account and Audit.

The Audit Office was Completely removed ~~shifted~~ to Mysore in April 1923. Two Accountants were deputed to the Eastern Bengal Railway Offices and one to the M.S.M. Railway Offices for training in Railway Audit and Accounts in May 1923. A number of defects in departmental expenditure and accounts are brought to notice by the Auditor. Very early steps should be taken by the Agent to remedy such defects and to prevent their recurrence.

8. Accidents to persons and property. -

It is satisfactory that no passenger was killed or injured on account of negligence on the part of the staff or ~~the failure~~ of ~~Railway~~ material. Four persons lost their lives, one by jumping out of a running train and three by being ~~running~~ run over while tress-passing on the line. Of the ten persons

by the Cause

persons that received injuries, five were Railway servants. 105 heads of cattle met with accident during the year as against 98 in the year previous.

9. Departmental Reports.

Separate reports dealing with the Traffic, Loco and Carr and Stores Departments have not been submitted along with the Agent's report. This omission requires explanation.

10. Conclusion.

Government while appreciating the improvements effected during the year in several directions express the hope that sustained efforts will be made by the officers placed in charge of Departments to show substantial progress in respect of -

(i) the reduction of working expenses,
(ii) selection, storage and issue of stores,
(iii) economical management of the Loco and other rolling stock and
(iv) enonomical handling of traffic.

Chief Secretary to Govt.

19.12.23.

To. The Secy to Govt, Railway Dept.
The Agent, Mysore Railways.
The Comptr to Govt
The Dy of Police in Mysore.

ADMINISTRATION REPORT OF THE RAILWAY DEPARTMENT FOR THE YEAR 1922-23.

WITH THE GOVERNMENT REVIEW THEREON.

Government of His Highness the Maharaja of Mysore.

GENERAL AND REVENUE DEPARTMENTS.

G. O. No. G. 10751-4—G. M. 131-23-3, dated 15th January 1924.

The Administration Report for Railways for 1922-23.

Reviews the——.

READ—

Administration Report of Railways in Mysore for the year 1922-23, received from the Agent, Mysore Railways, with his letter No. 226, dated the 10th November 1923.

ORDER No. G. 10751-4—G. M. 131-23-3, DATED 15TH JANUARY 1924.

Personnel.—Mr. C. Dove-Wilson was the Agent and Engineer-in-Chief as also Secretary to Government for Railways except from 30th May 1923 when he proceeded on leave for four months. During his absence, Khan Sahib Abdul Aziz Khan, Traffic Manager, acted as Agent and Secretary to Government in addition to his own duties. Mr. R. E. Bury, Loco and Carriage and Wagon Superintendent, having resigned on 11th April 1923, Mr. K. Gopalaiengar, Assistant Loco Superintendent, was in charge of the Department for over two months. During Mr. Dove-Wilson's absence, Mr. K. Srinivasiengar was placed at the head of the Engineering Department. The late Mr. T. Lakshminarasimha Rao went on privilege leave from 11th May 1923 and Mr. A. N. Raghavachar held the charge of the Audit Office.

2. *Open Lines.*—Of the Open Lines, 9·88 miles (Broad Gauge) and 261·6 miles (Meter Gauge) are worked by the Madras and Southern Mahratta Railway Company on behalf of the State. The capital outlay on the lines worked by the Company is Rs. 1,88,50,861. 263·6 miles (Meter Gauge), 102·2 miles (2'—6") and 36·2 miles of Tramway are worked by State Agency, their capital cost amounting to Rs. 2,85,72,372.

3. *Results of working.*—(*a*) *Lines worked by the Madras and Southern Mahratta Railway Company.*—The gross earnings during the year under review were Rs. 44,40,015 being Rs. 4,97,616 more than in the previous year. The working expenses fell from Rs. 28,03,122 to Rs. 28,00,018. The percentage of net return on capital outlay was accordingly 8·7 as against 6·06 in the previous year. Allowing for the share of the net earnings payable to the Company and the interest charges on the capital found by the Company and the State after the year 1907, the net gain to the State for the year was Rs. 8,17,719 as against Rs. 2,62,734 in the previous year.

(*b*) *Lines worked by State Agency.*—The Capital expenditure during the year amounted to Rs. 16,97,243. This heavy outlay was chiefly due to the purchase of additional locomotives and the capital share of renewals of the permanent way between Mysore and Bangalore which is urgent and long overdue. The following are some of the important works that were completed or were in progress:—

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(ii) Re-modelling of the Loco yard at Mysore and the construction of an Engine Shed.
(iii) Extension of the Saloon Shed at Mysore.
(iv) Addition and alteration to the Exhibition Buildings at Mysore to accommodate the Audit Office.
(v) Construction of a machine shop at Mysore with the necessary sidings.
(vi) Building of additional Staff Quaters at Mysore.
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The figures for the several lines are given below:—

Section	Mileage	Total capital outlay in thousands	Gross earnings in thousands	Net earnings in thousands	Interest on capital expended in thousands	Net loss in thousands
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2. Mysore-Nanjangud ...	15·8	660	116	16	26	9
3. Birur-Shimoga ...	37·92	2,519	483	69	101	31
4. Mysore-Arsikere ..	102·95	12,405	563	82	561	479
5. Chikjajur-Chitaldrug ...	20·9	1,192	50	7	64	56
6. Bangalore-Chikballapur ..	38·63	1,471	156	21	55	33
7. Bowringpet-Chikballapur ..	63·57	2,550	247	35	94	59
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9. Thadasa-Hebbe ..	9·6	338	6	..	16	16
Total ..	402	2,85,72,372	32,02,564	4,82,273	12,16,801	7,34,528

4. *Traffic.*—The number of passengers carried during the year on the State worked lines was 33,09,160 being 5,12,166 less than during the previous year, but the earnings from Passenger traffic amounted to Rs. 18,46,322 as against Rs. 18,05,541. This was due to the raising of fares. The ordinary Third Class fare which at the beginning of the year was raised from 3 pies to 4 pies per mile, was, however, reduced in February 1923 to 3½ pies per mile on the metre gauge and 3¼ pies per miles on the 2'—6" gauge. The receipts from Goods Traffic increased from Rs. 9,46,934 to Rs. 11,17,214.

3. *Stores.*—Stores valued at Rs. 48,66,271 were purchased during the year. The value of Stores issued amounted to Rs. 45,92,284, the net value of Stores on hand at the close of the year being Rs. 9,92,525. The heavy charges under receipts and issues are due to the inclusion of the following transactions:—

(i) Purchase of nine locomotives Rs. 13,82,895.

(ii) Purchase of 120 Timber Ore Trucks for the Bhadravati Iron Works Railways Rs. 6,98,966, and

(iii) Balance of the cost of the Hopper Wagons paid during the year Rs. 4,00,000.

6. *Loco, Carr and Wagon Department.*—There were 29 engine failures during the year as against 33 in the year previous. There was a reduction in coal consumption due to the introduction of more efficient locomotives. Nine engines and six coaching vehicles were placed on the line during 1922-23. Two "N" class meter gauge engines built in 1877 were condemned as unfit for use and a similar engine built in 1882 was sold to the Bhadravati Iron Works. Good progress was made during the year in installing electric lights in place of gas lights in the coaching vehicles. Six engines, 82 coaching vehicles and 186 goods wagons were repaired in the Railway Workshops during the year.

7. *Account and Audit.*—The Audit Office was completely removed to Mysore in April 1923. Two Accountants were deputed to the Eastern Bengal Railway Offices and one to the Madras and Southern Mahratta Railway Offices for training in Railway Audit and Accounts in May 1923. A number of defects in departmental expenditure and accounts are brought to notice by the Auditor. Very early steps should be taken by the Agent to remedy such defects and to prevent their recurrence.

8. *Accidents to persons and property.*—It is satisfactory that no passenger was killed or injured on account of negligence on the part of the staff or of any other cause. Four persons lost their lives, one by jumping out of a running train and three by being run over while trespassing on the line. Of the ten persons that received injuries, five were Railway servants. 105 heads of cattle met with accident during the year as against 98 in the year previous.

9. *Departmental Reports.*—Separate reports dealing with the Traffic, Loco and Carr and Stores Departments have not been submitted along with the Agent's report.

10. *Conclusion.*—Government, while appreciating the improvements effected during the year in several directions, express the hope that sustained efforts will be made by the officers placed in charge of Departments to show substantial progress in respect of:—

(i) the reduction of working expenses,
(ii) selection, storeage and issue of stores,
(iii) economical management of the Loco and other rolling stock and
(iv) economical handling of traffic.

K. MATTHAN,
Chief Secretary to Government.

To—The Secretary to Government, Railway Department.
The Agent, Mysore Railways.
The Comptroller to the Government of Mysore.
The Inspector-General of Police in Mysore.
PRESS TABLE.

Exd.—P. S. R. N.

WD 1451—GPB—350—5-2-24

ADMINISTRATION REPORT OF THE RAILWAY DEPARTMENT FOR THE YEAR 1922-23.

Changes in the Staff, Etc.

Mr. C. Dove-Wilson, was in charge of the Offices of the Agent and Engineer-in-chief and Secretary to Government for Railways, except from 30th May 1923 when he went on 4 months' leave, and Khan Sahib Abdul Aziz Khan, Traffic Manager, acted for him as Agent and Secretary to Government, in addition to his own duties. Mr. R. E. Bury, the Loco and Carriage and Wagon Superintedent, resigned his appointment on the 11th April 1923, and until the new Loco and Carriage Superintendent, Mr. E. J. Kelly, was appointed in his place. Mr. K. Gopaliengar, Assistant Loco Superintendent, was in charge of the Department for over two months. During the absence of Mr. Dove-Wilson, Mr. K. Sreenivasaiengar, Senior Executive Engineer, was appointed as Superintendent, Ways and Works, to be the Head of the Engineering Department. The late Mr. T. Lakshminarasimha Rao, was Auditor till 11th May 1923, from which date he went on privilege leave owing to ill-health, and Mr. A. N. Raghavachar, was appointed as Auditor-in-Charge and continued to be such till the end of the year. Mr. G. N. Ranganathan, was appointed as Assistant Agent (Accounts) and Assistant Secretary to Government in place of Mr. S. K. Rajagopala Iyer, who reverted to the Traffic Department as Assistant Traffic Manager. At about the end of the official year, the services of Mr. H. Rangachar, Assistant Traffic Superintendent, Shimoga, were requisitioned by the Government Director, Mysore Iron Works, Bhadravati, and his services were lent for three months from 28th June 1923. Mr. T. Nagappa, Traffic Inspector, has been acting for Mr. Rangachar.

The history of the several Railways in Mysore constructed and in progress is given in detail in Appendix A.

OPEN LINES.

Lines Worked by the Madras and Southern Mahratta Railway Company.

Mileage and Capital Outlay.—The lengths of the Open Lines belonging to the State and worked by the Company remain the same as during the previous year.

	Mileage	Capital Outlay
	Rs.	Rs.
Broad Gauge	9·88	12,25,725
Metre Gauge	261·60	176,24,636
Total	271·48	1,88,50,361

Results of working.—The Gross Earnings during the year on the Mysore State Railways worked by the Company amounted to Rs. 44,40,015 as against Rs. 39,42,399 for the previous year showing an increase of Rs. 4,97,616. The working expenses of the two years were Rs. 23,00,018 and Rs. 23,03,122 respectively showing a decrease of Rs. 3,104. The percentage of net return on Capital outlay of Rs. 1,88,50,361 worked out to 8·7 per cent as against 6·06 per cent of the preceding year. Deducting from the net earnings the share payable to the working agency, *viz.*, Rs. 40,477 and the interest charges amounting to Rs. 7,81,801 on the Capital provided by the Company and the State after the year 1907, the balance of net earnings, *viz.*, Rs. 8,17,719 represents the net gain to the State as against Rs. 2,62,734 in the previous year. The increased receipts are chiefly due to the increase in Manganese traffic from the Birur-Shimoga branch and to the receipt of hire from the Mysore

Railways for stock to carry this traffic, also to increased carriage of coal and materials, for the Bhadravati Iron Works. The working expenses are not actuals but bear the same ratio to the working expenses of the whole system as the gross receipts of the sections worked by the Company bear to the gross receipts of the whole system including those of the sections under report.

Lines Worked by the State.

The length of Open Lines worked by the State remained the same as last year. The details of Gauges and the capital cost are:—

	Mileage	Capital Cost
	Rs.	Rs.
Metre Gauge	263·60	234,97,329
2′-6″ Gauge	102·20	40,21,277
Tarikere-Narasimharajapura and Tadasa-Hebbe Tramways.	36·20	10,53,766
Total ..	402·00	285,72,372

Capital Outlay.—The additional capital expenditure during the year amounted to Rs. 16,97,243 being made up chiefly by Rs. 8,97,080 on account of additional locomotives and Rs. 82,820 being the Capital share of renewals of permanent way. The other important Revenue Programme and Capital works which were in progress or completed during the year, are enumerated below:—

Bangalore-Mysore-Nanjangud-Section.—For a length of 12 miles from Bangalore the old permanent way laid with 41¼ lbs. rails was renewed with 60 lbs. steel rails laid on jungle-wood sleepers supplied by the Forest Department. Without the help of any outside labour the whole linking work was completed by employing only local labour supplemented by men selected from the permanent way gangs on this section.

The Loco yard at Mysore was completely remodelled and a new engine shed to accommodate the Metre Gauge engines was erected.

The Saloon shed in Mysore yard was extended to house the Metre Gauge State Saloons which were transferred to us for maintenance from the Madars and Southern Mahratta Railway.

To provide accommodation for the Audit Office which was transferred from Bangalore, additions and alterations were made to the Exhibition Buildings in Mysore at a cost of Rs. 10,000.

A new machine shop with connected sidings was constructed to provide accommodation for the machines newly purchased and brought from Bangalore in connection with the shifting of the shops to Mysore.

To facilitate the early shifting of the workshops from Bangalore to Mysore, the following staff quarters were built during the year:—

(*a*) 14 blocks of temporary quarters of 5 units each for workmen.
(*b*) 7 units of permanent 'C' type quarters for clerks and foreman.
(*c*) 6 units of firemen's quarters and a Bania Shop for the convenience of the staff.

In connection with the running of the G/S class engines on the Bangalore-Mysore section, the strength of all the girders on the bridges on this section was investigated and 15 spans of girders which required immediate strengthening were either duplicated or replaced by stronger girders. One 30′ span girder was purchased to replace an old girder between Mysore and Kadakola, which was weak and not in good order. The released girder will be sent for use on the Tramways.

With a view to improve the watering arrangements at Bidadi and Maddur, new well construction was started at the former place and masonry tank stagings were started at the latter place.

To increase the capacity of the line for running more trains during Dasara and other heavy traffic seasons, work on a new crossing station at Byderahalli between Yeliyur and French Rocks was started and good and rapid progress was made on all works connected with that Station.

Apart from the above special important works, during the year, the whole permanent way, whose renewal was long overdue, was much strengthened by introducing new bearing plates to rectify the till of the rails and by adding extra sleepers on curves and by replacing a large number of old and decayed sleepers with new jungle-wood sleepers. Special care was taken to correct creep and renew the defective fishplates. A good deal of broken stone ballast was spread on the line. In spite of the old and worn condition of the rails, by the special efforts, a good running road was kept up.

Birur-Shimoga Section.—The Bhadravati Station yard was extended to handle the fuel trains efficiently. The new 50 feet mixed gauge Turntable was erected at Bhadravati. The turntable pit and the erection of the 50 feet turntable at Shimoga was completed.

Four new fuel sidings were completed between Bhadravati and Tarikere to handle fuel traffic of the Iron Works. Proposals for a bridge to the Bhadra right bank channel below the line at mile 24-17 were worked out and necessary deviation works were completed.

The construction of an over-bridge to carry the Bhadravati-Joldhalu Tramway was started and the masonry work was almost completed.

Mysore-Arsikere Railway.—The new Goods-shed at Hosagrahar and the Loco well at Bageshapura were completed. A good deal of broken stone ballast was spread on the line, besides removing a number of infringements from rock cuttings. Additional sidings were laid in the Central Workshops area.

Kolar District and Bangalore-Chikballapur Railways—During the year under review, besides the usual revenue works, good progress was made on the extension of the station building at Chintamani, to provide waiting accommodation for the third class passengers.

Additions and alterations have been made to the station buildings at Chikballapur to provide waiting accommodation for the third class passengers. A new Loco well was constructed at Yelahanka.

Tarikere-Narasimharajapura Tramway—Improvements in alignment to the extent of Rs. 20,000 were carried out by easing off sharp curves and re-constructing bridges.

Two new bridges were built at miles $3\frac{1}{4}$ and $3\frac{3}{4}$ and another deviation with 2 bridges between miles $7\frac{1}{4}$ and $7\frac{3}{4}$ was completed. Two timber sidings between Lakkavalli and Tadasa and two fuel sidings between Duggalapura and Ranganhalli were laid to handle traffic offered by the Forest Department.

Tadasa-Hebbe Tramway.—Two important trestle bridges on this line at miles 2·71 and 4 were found to be too weak for 5 ton axle load engines and it was decided to have intermediate piers of brick masonry. Work was started on three piers.

At the end of the financial year 1922-23, when the Iron Works were entrusted to a Board of Management, the tramways belonging to the Iron Works both Open line and Construction along with the staff were transferred from the Railway Department to the Board of Management. The total cost of these tramways which was adjusted to the debit of Mysore Iron Works amounts to Rs. 43,10,153, of which Rs. 17,48,393, was the outlay during 1922-23.

The following was the state of progress made on the various tramways at the time of transfer.

The Kemmengundi-Bhadravati Tramway.—The line between Bhadravati and Beeranhalli was ready for running fuel trains by March 1923. The construction work on the last section from Beeranhalli and Tanegebyle the terminus of the Rope-way from Kemmengundi Hill top, 2·85 miles in length was started and about 75 per cent of earthwork was completed during the year under report.

The Agasanahadlu-Bhadravati Tramway.—Full length of the line was completed for fuel traffic. Agasanahadlu station was built as a Junction station on the Tarikere-Narasimharajapura Tramway.

The Bhadravati-Joldhalu Tramway.—This is another 2 feet gauge line financed from the State Funds and intended for carrying fuel to Iron Works at Bhadravati from the forests. Construction work was started on the first 8 miles of this line. Most of the earthwork and bridge-work was completed during the year under review.

Analysis of Gross Earnings.

The gross earnings of the State worked lines during the year under report amounted to Rs. 32,02,564 as compared with Rs. 30,04,082 in the previous year, showing an increase of Rs. 1,98,482. The increase of Rs. 1,98,482 under gross earnings was chiefly due to increased mineral traffic on the Birur-Shimoga section. The traffic compares as under with that for the previous year.

			1921-22	1922-23
(1)	Passengers	No.	3,821,326	3,309,160
(2)	Do earnings	Rs.	18,05,541	18,46,322
(3)	Coaching other than passsengers	,,	2,08,448	1,84,968
(4)	Goods carried	Tons.	2,48,674	346,491
(5)	Receipts from Goods traffic	Rs.	9,46,934	11,17,214
(6)	Miscellaneous receipts	,,	43,160	54,260

During 1922-23 the number of passengers carried was 512,166 less than in the previous year, this falling off was principally due to the fares having been considerably increased at the beginning of the financial year, the increase in ordinary 3rd class fares being from 3 pies to 4 pies per mile, or 33 per cent. This increase had the effect of not only greatly reducing the number of passengers but also to some extent the receipts. In February 1923, the Administration, with the sanction of Government, reduced the fares so as to bring the ordinary 3rd class fares on the Metre Gauge to $3\frac{1}{2}$ pies per mile and on the 2ft. 6 in. Gauge to $3\frac{1}{4}$ pies per mile. This reduction had the effect of increasing both the number of passengers and the receipts slightly over the figures from the corresponding period of the previous year, the net result being that the receipts from passengers were Rs. 40,781 greater than in the previous year.

The passenger and freight-ton mileage on the different lines compared with the previous year was as under.—

In thousands.

	Passenger miles		Freight-ton miles	
	1921-22	1922-23	1921-22	1922-23
Metre Gauge	78,399	68,966	13,101	15,662
Narrow Gauge	17,074	14,256	1,196	1,197
Tramways	838	799	66	194

The number of tons carried during the year is more by 97·817 tons compared with 1921-22 and this accounts for the increase in freight-ton miles.

Train working during the year gave the following results :—

	Average number of passengers carried in a train		Average load of the goods train		Average rate per ton of goods per mile	
	Passengers		Tons Net		Annas	
	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23
Metre Gauge	214	213	137·51	162 97	1·00	1·01
Narrow Gauge (2′-6″)	175	139	32·05	32·18	1·25	1·34
Tramways (2′-0″)	69	68	5·05	14·69 Average.	2·98	2·13

Analysis of Working Expenses.

The table below shows the distribution of the expenditure for 1921-22 and 1922-23 between the various abstracts together with percentage thereof compared with Gross Earnings.

Abstract	Particulars	1921-22	Percentage on gross earnings	1922-23	Percentage on gross earnings
		Rs.		Rs.	
A.	Maintenance of way, works and Stations.	4,70,570	15·66	6,33,394	19·78
B	Locomotive Expenses.	10,49,931	34·95	10,50,774	32·81
C	Carriage and wagon Expenses.	1,93,238	6·43	2,21,137	6·90
D	Traffic Expenses	3,91,028	13·02	3,57,817	11·17
E	General Charges (Secretariat, Agency, Audit, Police, etc.)	3,37,444	11·32	2,89,130	9·01
G	Special and Miscellaneous Expenditure.	1,97,544	6 52	1,68,039	5·2
	Total	26,39,655	87·87	27,20,291	84·9

The working expenses of the two years 1921-22 and 1922-23 were Rs. 26,39,755 and 27,20,291. respectively, showing an increase of Rs. 80.536. The net earnings amounted to Rs. 4,82,273 against Rs. 3,64,327 of the previous year. The percentage of return on capital outlay works out to 1·96 per cent against 1·36 in the previous year, the ratio of working expenses to Gross receipts being 84·94 in 1922-23 as compared with 87·87 in 1921-22.

The expenditure on programme works and special charges during 1921-22 and 1922-23 amounted to Rs. 1,14,212 and Rs. 2,73,164, respectively, being a percentage of 3·79 and 8·52 on the gross earnings of the respective years.

These special charges are mainly due to arrears of maintenance of Permanent Way and Rolling Stock that have accummulated during the war period. They are non-recurring charges but owing to the want of a reserve or depreciation fund, they have to be included in the year's working expenses. Deducting the expenditure on programme renewals and the special charges, the actual ordinary working expenses, including Administration and Audit, amounted to 76·42 per cent of the earnings as compared with 84·08 per cent in the previous year.

The fall in the ordinary working expenses is due to less outlay on joint station expenses and shunting charges and reduced expenditure under General charges due to the abolition of the appointment of a whole-time Railway Secretary and less expenditure under "Police" and "Indian freight charges on Stores."

The ratio of working expenses to gross earnings on the Mysore Railways is high compared with the results obtained on larger Railway systems as, within reasonable limits of six or seven thousand miles, overhead charges per ton-mile and per passenger-mile decrease as the size of the system increases. This recognised maxim in railway working has led to the grouping of the numerous railways in Great Britain into only four railways and also to proposals to group the railways in India so as to reduce the cost of management. Further, the Mysore Railways consist of detached feeder lines on three different gauges bringing valuable additional traffic to the Madras and Southern Mahratta Railway at comparatively little benefit to this Railway owing to the relatively short lead. As an example, the manganese traffic from Shimoga to Marmagao which is the heaviest traffic on the Mysore Railways is carried only 37·92 miles on the Mysore Railways as compared with 80 miles (Birur to Harihar) on the Madras and Southern Mahratta Railway and traffic to and from the Madras and Southern Mahratta Railway for the Iron Works at Bhadravati is carried only 28 miles on the Mysore Railways. The small receipts on the Birur Shimoga section due to the short lead are still further reduced by the hire that has to be paid for the foreign wagons in which most of the material is carried. Owing to the severe gradients on the Metre gauge sections, 1 in

70 between Bangalore and Mysore and 1 in 80 between Birur and Shimoga, working expenses are necessarily higher than on lines with gradients not steeper than 1 in 100 where the state of the Permanent Way and bridges allows engines of equal or greater power to be used.

Rolling stock.—At the close of the year 1921-22, the Mysore Railways had 37 Engines, 154 Coaching vehicles and 518 Goods vehicles. The additions placed on the line during 1922-23 were as under :—

(1) Engines ..	G/S Class M. G. from Vulcan Foundry ..	4
..	M/S type Kerr Stuart Engines ..	2
..	E class tender Engines, Narrow Gauge ..	3
		9
(2) Coaching—		
Vehicles, Metre Gauge		6

Two "N" class Metre Gauge Engines built in 1877 had to be condemned being unfit for further service and one "N" class Engine built in 1882 was sold to the Iron Works. Two other vehicles, *viz.*, I B. L. T., and I T. C., were also condemned. The stock on the list was therefore as under on 1st July 1923 :—

	Engines	Coaching vehicles	Goods vehicles
Metre Gauge	29	127	391
Narrow Gauge	10	24	89
Tramways	4	4	36

Electric lighting is being substituted for gas as we have no means of making gas on the Mysore Railways.

Of the total number of 127 Metre Gauge and 24 Narrow Gauge coaches, 50 coaches of the Metre Gauge and 14 of the Narrow Gauge, making a total of 64, have been provided with electric lights. Eighty-seven of the Metre Gauge vehicles which are now provided with gas lights and 10 Narrow Gauge vehicles now lighted with oil, will all be altered to electric lighting as occasion permits.

Repairs to Stock—The expenditure under this head is heavy owing principally to the large number of engines, carriages and wagons which have exceeded the limits of their useful life being retained in use. The Mysore Railways cannot claim to be exceptional in this respect as the general bad state of the rolling stock in India is commented on by the Railway Board in their Administration Report for 1921-22, in which they state that "old stock of this class naturally needs constant attention and the result is reflected in higher expenditure and heavier strain on repairing shops." At the end of the year, 11 Engines, 5 Coaching vehicles and 29 Goods wagons were undergoing or awaiting repairs or renewals. Six engines, 82 Coaching vehicles and 186 Goods wagons were repaired during the year. The average number undergoing repairs or renewals at one time and the percentage of this to the total stock is given in the table below :—

AWAITING REPAIRS.

	Engines			Coaching			Goods		
	Total Stock	No. awaiting repairs	Per cent	Total	No.	Per cent	Total	No	Per cent
Metre Gauge ..	29	8	27·59	127	8	6·30	391	35	8·95
Narrow Gauge ..	10	4	40·00	24	..	..	89	8	8·99
Tramways ..	4	2	50·00	4	1	25·00	36	1	2·78

Stores Transactions.—The year opened with a balance of stores valued Rs. 7,18,528 and stores to the value of Rs. 48,66,271 were purchased during the year. The issues of stores amounted to Rs. 44,85,238 during the period leaving a balance of stores valued Rs. 10,99,567 at the end of the year, including a sum of Rs. 10,012 advanced

to the Madras and Southern Mahratta Railway Company for stores ordered through them. Stores valued at Rs. 1,07,046 were made over to the Mysore Iron Works on 1st July 1923, in connection with the Tramways, the management and working of which was transferred to them. The net value of stores balance on hand at the close of the year amounts to Rs. 9,92,521.

The heavy receipts and issues during the year under report are due to the inclusion of the following transactions :—

(1) Purchase of 9 locomotives from Messrs. Kerr Stuart & Co., which cost about Rs. 13,82,895.
(2) One hundred and twenty Timber Ore Trucks for Bhadravati costing about Rs. 6,98,966.
(3) Balance of the cost of the Hopper wagons amounting to Rs. 4,00,000 paid during the year.

Fuel.—During the year under report 23,717 tons 16 cwts. of coal were received and out of this and the opening balance of 3,710 tons 18 cwts. issues to Running and Pumping Engines, etc., aggregated 24,510 tons 15 cwts. The balance left on hand at the end of the year was 2,917 tons 19 cwts., costing Rs. 72,950. The consumption of coal in pounds per engine compares as under for the two years 1921-22 and 1922-23 :—

Gauge	Per train mile		Per engine mile		Per 1,000 gross ton miles	
	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23
Metre Gauge	71·24	71 63	66·46	57·21	369·19	356 04
Narrow Gauge	47·7	43·06	43·22	37·00	684·10	485·43
Tarikere-Narasimharajapura Tramway	48·3	43·27	35·61	35·47	..	..

The reduction in coal consumption per 1,000 gross ton-miles is due to the introduction of more powerful and efficient locomotives.

State Railway Provident Fund.

The total number of railway servants that subscribe to the State Railway Provident Fund is 957 and the amount at their credit of the Fund is Rs. 3,61,249, the amount of compulsory deposit at their credit being Rs. 2,49,986 and the bonus added being Rs. 1,11,263.

Accidents.

Accidents to persons, etc.—Out of a total number of 3,309 160 passengers carried during the year, no passenger was killed or injured due to the neglect of a Railway servant or the failure of railway material.

The number of persons who lost their lives as a result of accidents during the year was four in addition to ten persons who were injured. The fatalities that occurred were due to rash or negligent actions of the persons killed. One of them jumped out of a running train and the other three trespassed the line and were run over. Of those injured, five were railway servants who sustained injuries while in the performance of their duties. The other cases of injury were either due to persons trespassing or jumping or falling out of trains.

Failures of Engines.—The number of failures of engines has decreased during the year being only 29 as against 33 in the past year.

Cattle Accidents.—As regards cattle accidents, there has been a slight increase. As against 98 of the previous year, there were 105 during the year under review.

General.

Railway Gazette.—Publication of a fortnightly *Railway Gazette* was sanctioned in Government Order No. R. S. 2524, dated the 23rd April 1923, and now it is a monthly one. This journal is designed to serve as a medium of information and instruction in all matters pertaining to railway working and all changes in rates on this and other railways. The cost hitherto incurred for the purpose of Foreign Rate Circulars of other railways is now saved by the publication of this *Gazette*, in which all such information is reproduced.

The Offices of the Loco and Carriage and Wagon Superintendent and the Auditor were shifted to Mysore during the year. All the Railway Offices are now situated at Mysore. With the organisation of a Central Stores Depôt at Mysore all other Sub-Depôts at Bangalore and Tarikere were closed. During the year the temporary Loco and Carriage shops at Bangalore were shifted to Mysore and all the work is now being done at the Central Workshops.

During the year an Out-agency at Hunsur was opened for goods and parcels traffic.

The total number of claims cases settled during the year under report was 2,818 is against 2,789 in the previous year and the total amount paid during the year was Rs. 6,332 as against Rs. 6,729 in the previous year.

Graphic Chart appended shows the results of the current year in comparison with those of the previous year. The appendices give full details of earnings and working expenses.

C. DOVE-WILSON,

Agent, Mysore Railways.

APPENDIX A.

III.—HISTORY OF RAILWAYS IN MYSORE CONSTRUCTED AND IN PROGRESS.

(a) Company and District Board Railways Constructed and Worked by the State.

(1) *Kolar District Railway.*—(2'—6" Gauge)—The first section of this Railway from Bowringpet to Kolar (formerly called the Bowringpet-Kolar Railway) was constructed by Government Agency under sanction conveyed in Government of India Foreign Department Letter No. 2161-I. B. dated 15th October 1912. It was financed entirely by the District Board of Kolar from the proceeds of a debenture loan. Later on, it became evident that if the District Board had to obtain the full benefit of its Railway policy, it would be desirable to extend the line to Chikballapur and link it with the Bangalore-Chickballapur Light Railways. Accordingly the construction of the section from Kolar to Chikballapur was undertaken in August 1914 under the sanction of the Secretary of State for India conveyed in First Assistant to the 'Honble, the Resident's letter No. 5120, dated 5th August 1914. The section between Bowringpet and Chikballapur is financed both from the State Funds and from the District Board Debenture Loans. The whole length of the line from Bowringpet to Chikballapur is now called the "Kolar District Board Railway".

Progress in Opening.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passenger	
Bowringpet to Kolar	15th Dec. 1913	15th Dec 1913	10·51
Kolar to Chintamani	6th Mar. 1916	5th Mar. 1916	29·79
Chintamani to Chikballapur	8th Nov. 1916	8th Nov. 1916	23·27
Total ..	..	..	63·57

Details of Construction.

Permanent way.—The Permanent way of the Bowringpet-Kolar section consists of second-hand 41¼lbs. rails, 5 mile of which are laid on teakwood and the remainder on steel peapod trough sleepers. The wooden sleepers are mostly square and a few are half-round.

The permanent way of the Kolar-Chikballapur section consists partly of second-hand and partly of new 41¼ lbs, rails purchased from the Tata Iron and Steel Co. Ltd., and is laid on wooden sleepers for about half the distance and the remaining half on steel peopod sleepers. The wooden sleepers are mostly of Mysore teak and a few of Jalari and Jambe.

Ballast.—Between Bowringpet and Kolar, the line is ballasted with sand and beyond Kolar up to Chikballapur, the line is packed with good gravel.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is 716 feet radius.

Gradient.—The ruling gradient is 1 in 100.

Agreement.—Agreement between the Government of His Highness the Maharaja of Mysore and the District Board of Kolar for the management, working and maintenance of the line was concluded on 1st December 1920.

The main conditions of the agreement are:—

1. *Land.*—Provided free of cost by Government.

2. Government to construct the line on behalf of company and to work the same on a guarantee of 4 per cent interest on the portion of the capital raised by the Board.

3. *Distribution of Profits.*—Excluding the working expenses and the guaranteed interest at 4 per cent on Capital outlay, of the surplus receipts, if any, half will go to Government as the guarantors of interest on capital and the remaining half shall be shared by the Government and the District Board in the ratio of the capital contributed by each.

4. *Rates and Fares.*—These have to be fixed by the Government within the maxima and minima rates fixed by the Railway Board from time to time.

5. *Special obligations as to the conveyance of:—*

(*a*) Mails, troop, police, high Government Officials and Government Stores.

(*b*) Government bullion and coin and the persons in charge thereof.

(c) Any special service that the Government may require for any of their own departments, or for the departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked Railways.

Powers of Government to determine the Agreement.—Government shall have power to purchase the interest of the District Board in the said railway at the end of thirty years commencing from the date of opening of the section from Kolar to Chikballapur for public traffic or at subsequent intervals of ten years subject to twelve months' previous notice being given. The price payable shall be 25 times the average of the fraction of net annual earnings corresponding to the proportion of capital contributed by the Board, during the three years preceeding the purchase, subject to a maximum of 120 per cent, and minimum of 100 per cent of the District Board share of the capital expenditure.

2. Government shall have power to purchase the interest of the District Board in the said railway at any time after giving twelve months' notice in the following cases :—

(a) Should the Government consider it desirable that the gauge of the line should be altered and the District Board be unwilling to alter it.

(b) Should it be desired to convert the line into a line of through communication.

(c) Should the Government desire to extend the line (without altering the gauge or making the line part of a through route) and the District Board be unable or unwilling to supply half the captial for such extension.

In the event of the interest of the District Board in the line being purchased under this clause the price payble shall be 25 times the average of the fraction of the net annual earning corresponding to the share capital contributed by the District Board, during the three years preceeding the purchase or 116 per cent of the District Board share of the capital expenditure on the line, whichever may be greater.

5. In the event of the interest of Government in the railway being purchased by the District Board as set forth in the preamble, the price payble shall be 25 times the average of the fraction of the net annual earnings corresponding to the proportion of capital contributed by the Government, during the three years preceding the purchase subject to a maximum of 120 per cent, and minimum of 100 per cent of the Government share of the capital expenditure.

Arbitration —All matters in difference between the Government and the District Board under this agreement or in relation to any of the matters provided for by this agreement shall be referred to and determined by a committee of five members, two of whom shall be nominated by the Government, two by the District Board and the fifth by these four members, and the decision of the said committee shall, if unanimous, be final and conclusive between the parties. If the decision is not unanimous, the order of Government on such matters on which there is a difference of opinion among the members of the committee shall be final and conclusive.

STATISTICS OF WORKING.

Year	Table I.			Table II.			
	Milege open at the end of each year	Total Capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open & (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in colum 3	Earnings per mile per week	Proportion of expenses to earnings
		Rs.	Rs.	Rs.		Rs.	
1913-14 ..	10·92	2,95,577	7,598	—253	..	43	103·33
1914-15 ..	10·92	12,12,686	38,629	6,865	..	68	82·22
1915-16 ..	40·71	15,12,094	61,663	24,071	..	58	60·96
1916-17 ..	63·57	18,45,840	1,19 855	4,426	·24	33	96·31
1917-18 ..	63·57	19,08,790	1,57,591	36,052	1·88	48	66·75
1918-19 ..	63·57	19,39.123	1,70,713	—5,443	—·94	52	103·19
1919-20 ..	63·57	20,81,600	2,08,501	47,264	2·27	59	77·00
1920-21 ..	63·57	21,42,993	2,00,087	33,364	1·56	66	83·32
1921-22 ..	63·57	21,86,114	2,07,784	23,675	1·08	68	88·60
1922-23 ..	63·57	25,50,027	2,47,623	35,244	1·38	75	86·09

(*ii*) *Bangalore-Chikballapur Light Railway* (2'-6" *Gauge*).—This Railway is the first in the State started by private enterprise under a guarantee from the Government of 4 per cent per annum on the capital subscribed by the Company.

The construction was sanctioned by the Secretary of State for India in his Despatch No. 75—Ry., dated 10th September 1909.

Progress in Opening.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passenger	
Yelahanka to Devanhalli	15th September 1914	6th April 1915	14·70
Devanhalli to Chikballapur	1st August 1915	1st August 1915	13·75
Yelahanka to Yesvantapur	1st February 1917	1st February 1917	6·85
Yeswantapur to Bangalore	..	7th January 1918	3·33
Total ..	..	..	38·63

Details of Construction.

Permanent way.—The Permanent way between Yelahanka and Chikballapur consists of second hand 41¼ lbs. flat footed rails laid on new steel peapod trough sleepers between stations and on wooden sleepers in station yards.

The Permanent Way in the Bangalore-Yeswantapur Section consists of second-hand 41¼ lbs. laid on wooden sleepers throughout. Between Yelahanka and Yeswantapur, the existing metre gauge line is used by means of a third rail.

Ballast.—Earth ballast is provided.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is 1,146 feet radius.

Gradient.—The ruling gradient is 1 in 100 throughout.

Agreement.—Agreement dated 4th August 1919, between the Government of His Highness the Maharaja of Mysore and the Bangalore-Chikballapur Light Railway Company, Ltd., as to the management, maintenance and working.

1. *Land.*—Provided by Government free of cost.

2. *Government aid.*—Government to construct the line on behalf of the company and to work the same on a guarantee of 4 per cent interest on debentures raised by the Company.

3. Terms of working and distribution of profits.

Excluding the working expenses and the interest at 4 per cent on capital outlay, of the surplus receipts, if any, half to go to Government as the guarantors of interest on capital furnished by the Company, the remaining half to be shared between the Company and Government in the ratio of the capital contributed by them.

5 *Rates and Fares.*—These have to be fixed by Government within maxima and minima rates fixed by the Railway Board from time to time.

6. *Special obligations as to the conveyance of:*—

(*a*) Mails, troops, police, high Government Officials and Government Stores.

(*b*) Government bullion and coin and the persons in charge thereof.

(*c*) Any special service that the Government may require for any of their own departments or for the departments of the Government of India shall be performed under the same conditions as may, for the time being, be in force on State owned and worked railways.

7. *Powers of Government to determine Agreement.*—The agreement to be in force for a period of thirty years from the date of opening of the line for public traffic, *viz.*, 1st August 1915, and the Government have powers to purchase the interest of the Company at the end of thirty years or at subsequent intervals of ten years, subject to twelve months' previous notice in writing being given to the Company. Price payable shall be 25 times the average of the fraction of net annual earnings excluding payment on account of guarantee) corresponding to the proportion of Capital Contributed by the Company during the three years preceding the purchase subject to a maximum of 120 per cent and a minimum of 100 per cent of the Company's share of capital expenditure.

8. *Arbitration.*—In the event of any difference of opinion arising upon the terms of Agreement between the Government and the Company, the matter shall be referred to a Committee comprised of (1) the Secretary to the Government of Mysore for Railways, (2) the Comptroller, (3) the Government Advocate, (4) the Chairman of the Company and (5) two of the Directors of the Company and their finding submitted to Government. The decision of Government on the finding shall be final.

Statistics of working.

Year	Mileage open at the end of each year	Total Capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open & (ii) lines partly or wholly under construction.	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
	Table I.			Table II.			
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1914—15	14·72	7,65,420	5,828	1,771	..	25	70.00
1915—16	28·95	8,68,646	68,134	28,577	3·29	49	58·06
1916—17	34·99	10,86,010	74,222	64,728	·59	38	87·21
1917—18	38·63	11,47,671	1,22,425	54,438	4·83	60	55·33
1918—19	38·63	11,53,647	1,42,419	—4,561	—0·97	70	103·19
1919—20	38·63	12,44,858	1,48,417	57,355	4·61	75	61·36
1920—21	38·63	12,75,030	1,59,037	26,078	2·05	79	83·60
1921—22	38·63	12,88,156	1,87,366	23,585	1·83	93	87·41
1922—23	38·63	14,71,250	1,56,627	21,780	1·48	78	86·09

(*b*) *State lines constructed and worked by the State* :—

1. *Bangalore-Mysore-Nanjangud section* (*Metre Gauge*).—This section which was being worked and maintained by the Madras and Southern Mahratta Railway Company on behalf of the Durbar was taken back by the Government in October 1919.

Progress in Opening.

Section of Railway	Date of opening for passenger traffic	Miles
Bangalore to Channapatna	1st February 1881	34·75
Channapatna to Mandya	20th March 1881	23·31
Mandya to Mysore	25th February 1882	27·97
Mysore to Nanjangud	1st December 1891	15.04
Nanjangud to Nanjangud Town ..	12th July 1899	0·76

Details of Construction.

Permanent Way.—The permanent way with the exception of 12 miles renewed with 60 lbs. rails during the year, consists of 41¼ lbs. flat-footed steel rails with the exception of about two miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small percentage of jambo and other hard wood sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is provided with aloe fencing for about 86 miles, the rest being unfenced.

Curves.—The sharpest curve is of 600 ft. radius.

Gradient.—The ruling gardient is 1 in 70 on the Bangalore-Mysore section and 1 in 89 on the Mysore-Nanjangud section.

Statistics of working.

Year	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open & (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in Col., 3.	Earnings per mile per week	Proportion of expenses to earnings
Bangalore-Mysore section.—		Rs.	Rs.	Rs.		Rs.	
1920-21	86·03	54,96,077	14,57,893	2,45,412	4·47	326	83·16
1921-22	86·03	55,47,608	15,05 488	1,87,241	3·20	337	87·56
1922-23	86·03	67,19,170	15,32,419	2,43,080	3·61	343	84·14
Mysore-Nanjangud section.—							
1920-21 ..	15·80	6,60,992	1,09,895	19,875	3·01	134	81·91
1921-22 ..	15·80	6,60,992	1,02,210	12,327	1·86	131	87·93
1922-23 ..	15·80	6,60,993	1,16,966	16,724	2·53	142	85·70

Birur-Shimoga section.—(Metre Gauge)—The working and maintenance of this branch line was resumed in October 1919, from the Madras and the Southern Mahratta Railway Company along with the Bangalore-Mysore-Nanjangud section.

Progress in Opening.

Section of Railway	Date of opening for passenger traffic	Length in miles
Birur to Shimoga	1st December 1899	37·92

The distance from the outer signal of Birur station to Shimoga is only 37·50 miles.

Details of Construction.

Permanent Way.—The line is laid with 41¼ lbs. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50 lbs. flat footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 ft. radius.

Gradients.—The ruling gradient is 1 in 89.

Statistics of Working.

Year	Mileage open at the end of each year	Total Capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open & (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net Capital outlay given in col.3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1920—21	37.92	24,46,427	3,12,497	42,892	1·71	158	86·29
1921—22	37·92	24,61,046	3,27,647	40,562	1·66	166	87·52
1922—23	37·92	25,19,379	4,83,155	69,153	2·74	245	85·69

Mysore-Arsikere Railway—(Metre Gauge).—This is the most important Railway constructed by Government. It is owned and financed by Government and is worked by the State. Its construction was sanctioned by the Government of India in the Foreign Department in their letter No. 347 I.B. dated the 29th October 1913 but actual work was started some months later as certain ghat sections had to be entirely realigned. The line crosses three large rivers, *viz.*, the Lakshmanatirtha, the Cauvery and the Hemavati.

Progress in Opening.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passengers	
Mysore to Arsikere	1st Septembr 1917	3rd January 1918	102·95

Details of Construction.

Permanent way.—The permanent way consists of steel flat-footed rails B.S. section weighing 50 lbs. per yard, 36 feet in length with a small percentage of 33 and 30 ft. lengths laid on sleepers mostly of Mysore teak.

Ballast.—The ballast consists of either broken stone, good gravel or coarse sand. Approaches to bridges are stone ballasted. Most of the cuttings are ballasted with broken stone and the banks with good gravel in a coating of sand, gravel or moorum.

Fencing.—The line is not fenced except at a few necessary places.

Curves.—The two sharpest curves are of 573 feet radius and with the exception of these and two other curves of 955 and 716 feet radius, the rest are of radii 1,146 feet or more.

Gradient.—The sharpest radient is 1 in 95 compensated in one place and 1 in 100 is the ruling gradient of the remaining portion.

Statistics of working.

Year	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1917—18	102·95	35,68,462	1,66,205	52,075	·60	60	68·69
1918—19	102·95	91,90,088	3,99,676	34,135	·37	75	97·48
1919—20	102·95	1,03,68,328	3,89,618	90,142	·87	95	74·30
1920—21	102·95	1,13,07,259	4,95·406	79,929	0·71	93	83·86
1921—22	102·95	1,25,31,598	5,84,642	65,578	0·52	109	88·78
1922—23	102·95	1,24,05,640	5,63,688	82,237	0.66	105	85·41

Chikjajur-Chitaldrug Railway.—Length 20·90 miles (*Metre Gauge*).—The line has been constructed by the Government from funds provided by the Mysore Government and the District Board of Chitaldrug. As only a very small portion of the capital was contributed by the District Board, this Railway has been ordered to be treated as a Government and not a District Board line (G. O. No. R. S. 498-503 Ry. F. 889–21–22, dated 12th August 1921). It connects Chikjajur a station on the Bangalore-Harihar main line worked by the Madras and Southern Mahratta Railway Company, with Chitaldrug, the headquarters of the District of the same name.

The line is worked by the State. Its construction was sanctioned by the Government of India in the Foreign and Political Department in their letter No. 128 I. B. dated 28th January 1914. But actual construction work was started in October 1917, as per Government Order No. R.S. 778–782 Ry F. G. 88–17–11, dated 5th September 1917.

Progress in Opening.

Section of Railway	Date of opening for traffic		Miles
	Goods	Passenger	
Chikjajur to Chitaldrug	5th January 1921	6th May 1921	20·90

DETAILS OF CONSTRUCTION.

Permanent way.—The Permanent Way consists of second hand and new flat-footed steel rails of 41¼ lbs. and 50 lbs. sections laid mostly on Mysore teak sleepers with a small percentage of selected jungle wood.

Ballast.—Broken stone ballast is used in cuttings and approaches of bridges and good gravel or sand on banks.

Fencing.—The line is unfenced. At places where it runs close to villages and at level crossings wire fencing is being put up.

Curves and Gradients.—The sharpest curve is of 1,140 ft. radius. The length of line on curves is 5·13 miles and forms 24·5 per cent of the total length of the line. The ruling gradient is 1 in 100 and the total length on the ruling grade is 7·6 miles or 36·67 per cent of the whole length of the line.

Government guarantee 5 per cent interest on the capital provided by the District Board with a proportionate share of profits when net earnings of the line exceed 5 per cent on the total capital invested.

Tarikere-Narasimharajapura Tramway 2′-0″ Gauge.—The original object of undertaking this project was to have a cheap tramway to carry forest produce, but it has subsequently developed into a scheme for a tramway to carry all classes of traffic including passengers. Its construction under the Mysore Tramways Regulation No. 11 of 1906 was sanctioned by the Government of India in their Foreign Department letter No. 3325 I.B., dated 25th September 1913. This is a State line financed and worked by the State.

Progress in Opening.

Section of Tramway	Date of opening for traffic		Miles
	Goods	Passenger	
Tarikere to Lakkavalli ..	15th January 1915 ..	22nd May 1915 ..	11·88
Lakkavalli to Narasimharajapura.	15th May 1917 ..	15th May 1917 ..	14·72
			26·60

DETAILS OF CONSTRUCTION

Permanent Way.—The permanent way consists of 24 lbs. rails originally laid on steel sleepers. Steel sleepers have all been replaced recently by wooden ones for the whole line.

Ballast.—The open line portion which was not ballasted till now is being ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 119·4 ft.

Gradient.—The ruling gradient is 1 in 50.

STATISTICS OF WORKING.

Table I				Table II			
Year	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3.	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.		Rs.	
1914—15 ..		2,62,947	1,034	320	..	15	69.05
1915—16 ..	..	2,98,767	7,714	—5,919	..	12	176·03
1916—17 ..	..	4,73,202	925	3,687	..	..	..
1917—18 ..	26·60	5,52,859	22,070	—20,635	—3·58	17	189·63
1918—19 ..	26·60	6,45,792	29,720	—3,041	—0·17	21	110·23
1919—20 ..	26·60	6,42,348	25,839	7,008	1·09	19	72·88
1920—21 ..	26·60	6,59,981	38,488	5,357	0·81	28	86·08
1921—22 ..	26·60	7,02,611	41,220	26,311	3·74	30	88·79
1922—23 ..	26·60	7,15,414	45,434	5,820	0·81	32·7	87·19

Tadasa-Hebbe Tramway.—Length 9·6 miles (2 feet Gauge).—This is a branch of the Tarikere-Narasimharajapura Tramway, taking off from Tadasa station on that Tramway. This branch forms the first section of the Forest Tramway on the Jagar valley and is constructed to develop the resources of the Malnad Forest and to open up the country. It is financed entirely by the State. Its construction was sanctioned by the Government of India in Foreign and Political letter No. 1884—I. B. dated 27th August 1917, and the construction was started in November 1917 and it was opened for Forest traffic on 5th February 1921.

DETAILS OF CONSTRUCTION.

Permanent Way.—The permanent way consists of second hand flat-footed rails of 24 lbs. section and new 30 lbs. rails laid on wooden sleepers half of teak and half selected junglewood prepared from the timber available all along the line.

Ballast.—The line is ballasted by gravel.

Fencing.—The line is unfenced as it runs mainly through forest areas.

Curves.—The sharpest curve is of 570 feet radius. Length of curves forms 30.39 per cent of the total length of line.

Gradient.—The ruling gradient is 1 per cent. The total length on the ruling grade is 0·78 mile and forms 8·27 per cent of the total mileage.

This section is being worked by the State along with other Tramways.

STATISTICS OF WORKING.

Table I				Table II			
Year	Mileage open at the end of each year	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction	Gross earnings	Net earnings	Percentage of net capital outlay given in col. 3	Earnings per mile per week	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.			
1921—22 ..	9·6	3,35,772	309	75	0·02	·06	75·72
1922—23 ..	9·6	3,38,352	6,402	281	0·08	12·8	95·61

(c) LINES CONSTRUCTED BY COMPANIES AND WORKED BY THEM.

Shimoga-Kumsi Tramway (2'-0" *Gauge*).—This is the first Tramway constructed in the State under the Mysore Tramways Regulation II of 1906 from Shimoga, the terminus of the Birur-Shimoga branch to Kumsi and from Sheregere, an intermediate station on the Tramway, to Shankergudda, in all about 35 miles in length, to serve the Manganese Mines, near Kumsi and Shankergudda. Sanction of the construction and working of the line of Shimoga to Kumsi by the agency of the Mysore Manganese Co., Ltd., who afterwards transferred the undertaking to the Workington Steel and Iron Co., Ltd., was given in Government Order No. Ry. 542 dated 12th April 1907. Sanction for the extension of these Tramways from Sheregere to Shankergudda was given in Government Order No. 1845—Ry. F. 52 14-15 dated 26th February 1915. The construction of these Tramways was ratified by the Government of India *vide* Residency letters No. 1649 and No. 3110 of 17th March 1908 and 5th May 1914 respectively.

The following are the conditions under which the construction was sanctioned.

1. *Fencing.*—Wire fencing to be provided wherever the lines run alongside or on the Muncipal road.

2. *Use of Provincial Road.*—The Company is allowed to use the portions of the provincial road five and a half feet only in width subject to approval of the local authority for the construction of the tramway but not for any buildings.

3. *Road Crossings.*—The company to construct gates at all places where the tramway crosses the municipal roads.

4. *Land.*—The company to pay for all lands required other than the portion of the provincial road which they are authorised to use.

5. *Gauge of the Tramway and Maximum Dimensions of Rolling stock.*—The gauge to be of two feet. No carriage truck or waggon to project outward beyond the inner edge of the rail more than two feet on each side.

6. *Type of Rolling stock.*—To be of a pattern approved by Government.

7. *Transfer by sale of Tramway or of undertaking.*—The Company is not to transfer the undertaking or part thereof by sale, mortgage, lease, exchange or otherwise except with the previous sanction of Government.

8. *Tolls and Taxes.*—The company to pay a toll duty of one anna per ton on the Manganese or other ore carried by the Tramway and afford facilities for the municipality to collect octroi or other municipal taxes. Also to pay to Government a tax of two annas per ton of ore for the first 10,000 tons in a year and for every ton above that quantity within the said year at one anna.

9. *Penalty for non-adherence of conditions.*—The Company to be liable to a penalty which may exceed Rs. 200 for each offence and in the case of a continuing offence to a further penalty of Rs. 50 for each day after the first during which the offence continues.

STATISTICS OF WORKING.

	Manganese Ore			Timber and Fuel		
	Miles open at the end of each year	Total of capital outlay	Total quantity carried by the Tramway	Total taxes paid by the Company	Quantity carried by the Tramway	Freight charges paid to them
		Rs.	Tons.	Rs.	Tons	Rs.
Half year ended 30th june 1918	35	12,43,000	12,200	764	17,641	1,833
Year ended 30th june 1919	,,	,,	20,934	1,941	59,040	6,138
1920 ..	,,	,,	22,852	2,053	46,860	4,789
1921 ..	,,	,,	14,572	1,011	23,154	6,873
1922 ..	,,	,,	10,883	811	17,010	1,811
1923 ..	,,	,,	20 872	1,930	45,221	5,505

C. DOVE-WILSON,
Agent, Mysore Railways.

STATISTICS.

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STATEMENT No. 1.

Capital Outlay during and to end of the Financial year 1922-23. Mysore State Railway worked by the M. & S. M. Railway Co., Ltd.

Serial No.	Name of each individual Railway comprised in the system	Capital outlay during the financial year 1922-23				Capital outlay from commencement of operations to end of the financial year								
		On new line, i.e., under construction for which there is separate grant	On Rolling stock	On improvement of existing lines	Total capital outlay	Total capital outlay on final heads excluding ferries but including interest on Capital during construction		Average cost excluding ferries and Suspense per mile		Suspense value of stores, etc., not finally charged off in the accounts		Total capital outlay including ferries and suspense		Grand total of columns 15 and 16
						Open	Under construction	Open	Of single track including siding	Open	Under construction	Open	Under construction	
		Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statemen- VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Column 7 of this statement divided by length of track	Column 7 of this statement divided by length of track and sidings	Statement VI and XVIII of Capital and Revenue Accounts	Statements VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	In Rupees
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Broad Gauge.		Rs.	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.		Rs.
1	Kolar Gold Field Railway.	..	..	—65	—65	12,25,725	..	1,24,061	78,522	..	..	12,25,725	..	12,25,725
	Metre Gauge.													
2	Bangalore-Harihar Railway.	..	51,647	1,40,070	1,91,717	1,43,90,634	..	..	..	..	..	1,50,95,373	..	1,50,95,373
3	Bangalore-Hindupur Railway.	..	..	..	..	25,29,263	..	62,325	55,384	7,04,739	..	25,29,263	..	25,29,263
	Total Metre gauge ..	..	51,647	1,40,070	1,91,717	1,69,19,897	..	62,325	55,384	7,04,739	..	1,76,24,636	..	1,76,24,636

STATEMENT No. II.

Statement showing the income and expenditure on the Mysore State Railways worked by M. & S. M. Railway Co., Ltd., for the year 1922-23.

Serial No.	Names of Railways	Gross earnings		Working expenses		Percentage of working expenses on gross earnings		Net earnings		Share of surplus profits paid to the Co.		Net receipts credited to the Durbar		Interest on Capital outlay		Net profit	
		1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Broad Gauge ..	Rs. 1,99,387	Rs. 2,03,644	Rs. 1,54,228	Rs. 1,39,585	77·39	68·54	Rs. 45,089	Rs. 64,059	Rs. 2,340	..	Rs. 42,749	Rs. 64,059	Rs. 48,944	Rs. 49,107	Rs. 6,195	Rs. 14,952
2	Metre Gauge ..	374.3.012	42,36'371	26,48,824	26,60,433	70·77	62·79	10,94,188	15,75,138	46,819	40,477	10,47,369	15,24,661	7,78,440	7,32,694	2,68,929	8,01,967
	Total ..	39,42,399	44,40,015	28,03,122	28,00,018	71·10	65·66	11,39,277	16,39,997	49,159	40,477	10,90,118	15,99,520	8,27,384	7,81,801	2,62,734	8,16,919

STATEMENT No. III.

Particulars of working of Mysore State Railways worked by the M. & S. M. Railway Co., Ltd., for the yer 1922-23.

Railways	Miles opened during the year	Total mileage opened	Number of Passengers					Earnings						Working expenses	Net earnings	Total capital expenditure
			1st class	2nd class	Intermediate class	3rd class	Total	Passenger	Other than passenger traffic	Goods merchandise	Other than goods merchandise	Sundries and Electric Telegraph	Total			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Broad Gauge ..	..	9·88	1,388	10,569	..	5,94,187	6,06,094	Rs. 83,921	Rs. 14,525	Rs. 77,799	Rs. 26,435	Rs 964	Rs. 2,03,644	Rs. 1,39,585	Rs. 64,059	Rs. 12,25,725
Metre Gauge ..	..	261·60	4,091	18,581	5,949	21,81,492	22,11,113	15,30,629	3,10,343	22,15,092	1,23,054	57,253	42,26,371	26,60,433	15,75,138	1,76,24,637
Total ..	..	271·48	5,429	30,150	5,949	27,75,679	28,17,207	16,14,550	3,24,868	22,92,891	1,49,489	58,217	44,40,015	28,00,018	16,39,197	1,88,50,362

STATEMENT IV.

Mileage open on 30th June 1923.

Serial No.	Name of Railways under each classification by Gauges	Date of first opening for passenger traffic	Route mileage on 30th June 1923	Track Mileage open on 30th June 1923		
				Running track	Sidings	Total
	3'—3⅜"					
1	Bangalore-Mysore Section.—					
	Bangalore to Channapatna	1-2-81				
	Channapatna to Mandya	20-3-81	86·03	86·03		
	Mandya to Mysore	25-2-82				
2	Mysore-Nanjangud Section.—				16·71	118·54
	Mysore to Nanjangud	1-12-91				
	Nanjangud to Nanjangud Town	12-7-99	15·80	15·80		
3	Mysore-Arsikere Section	3-1-18	102·95	102·95	5·39	108·34
4	Birur-Shimoga Section	1-12-99	37·92	37·92	5·57	43·49
5	Chikjajur-Chitaldrug Section	6-5-21	20·90	20·90	1·70	22·60
	2'—6"					
1	Kolar District Railway—					
	Bowringpet to Kolar	15-12-13				
	Kolar to Chintamani	6-3-16	63·57	63·57		
	Chintamani to Chikballapur	8-11-16				
2	Bangalore-Chikballapur Light Railway—				4·37	106·57
	Yelahanka to Devanhalli	6-4-15				
	Devanhalli to Chickballapur	1-8-15				
	Yelahanka to Yeswantpur .. .	1-12-17	38·63	38·63		
	Yesavantpur to Bangalore City	7-1-18				
	T.-N. Tramway.					
1	Tarikere to Lakkavalli	22-5-15				
	Lakkavalli to Narasimharajapura	15-5-17	26·60	36·20	2·50	38·70
2	T.-H. Tramway	5-2-21	9·60			

STATEMENT No. V.

Statement showing capital outlay incurred during the year 1922-23 and to end of 1922-23.

Railways	Outlay during the year 1922-23	Outlay to end of 1922-23
37. RAILWAYS AND TRAMWAYS CAPITAL ACCOUNT.		
B. LINES WORKED BY GOVERNMENT.		
Lines opened.	Rs.	Rs.
State lines—		
1. Mysore-Arsikere Railway	—1,25,958	1,24,05,604
2. Bangalore-Mysore Railway	11,77,724	67,19,170
3. Mysore-Nanjangud Railway	..	6,60,993
4. Birur-Shimoga Railway	58,333	25,19,379
5 Tarikere-Narasimharajapur Tramway	10,770	7,15,414
6. Chickjajur-Chitaldrug Railway	24,674	11,92,147
7. Tadasa-Hebbe Tramway	4,734	3,38,352
Guaranteed Lines.		
1. Kolar District Railway	3,63,882	25,50,027
2. Bangalore-Chikballapur Railway	1,83,084	14,71,250
	16,97,243	2,85,72,372
Lines under Construction		
State Lines—		
1. Tadasa-Hebbe Tramway	—21,842	—21,842
2. Kemmangundi-Benkipur Tramway	6,59,963	8,49,913
3. Agasanahadlu-Benkipur Tramway	46,086	10,00,826
4. Shimoga-Arasalu Railway	155	3,39,138
5. Nanjangud-Haradanhalli Railway	..	1,38,497
6. Umblebyle-Chornedhalli Tramway	..	1,598
7. Nellagadde-Burz Tramway	..	3,133
8. Hebbe-Talebidarahalla Tramway	24	3,989
9. Hebbe-Sheregola Tramway	507	2,283
10. Narasimharajpur-Chickagrahar Tramway	911	10,855
11. Ropeway Tramway	90,102	1,15,989
12. Stores special suspense	..	3,39,570
13. Junction works at Bhadravati	86,055	86,055
14. Do Rengenhalli	15 314	15,314
15. Loco yard at Bhadravati	60,334	60,334
16. Wood yard at Bhadravati	22,853	22,853
17. Benkipur-Jholdal Tramway	92,915	1,22,516
18. Rolling stock pertaining to the Several Tramways ..	20,14,995	20,14,995
Total ..	17,48,398	51,05,516
Total 37. B. ..	34,45,641	3,36,77,888
35. MISCELLANEOUS RAILWAY EXPENDITURE.		
I. GENERAL CHARGES.		
1. Administration	..	..
2. Superintendence	..	..
3. Other charges	..	..
Total ..	..	..
2. SURVEYS.		
1. Nanjangud-Gudlur Survey	..	8,785
2. Mudgere-Sivasamudram Survey	..	51
3. Bowringpet-Kolar Railway Survey	..	1,347
4. Dodbele Railway Survey	..	1,052
5. Shimoga-Tirthahalli-Sagar Survey	..	16.653
6. Arsikere-Mangalur Railway Survey	..	4,977
7. Maklidrug-Chikballapur Railway Survey	..	8,983
8. Mysore West Coast Railway Survey	..	1,20,884
9. Mysore-Konehalli Railway Survey	..	16,226
10. Kadur-Hassan Railway Survey	..	18,252
11. Hassan-Hole-Narsipur Railway Survey	..	7,885
12. Bangalore-Hosur Railway Survey	..	2,525
13, Chikjajur-Chitaldrug Railway Survey	..	7,625

STATEMENT V—*concld.*

Railways	Outlay during the year 1922-23	Outlay to end of 1922-23
2. Surveys—*concld.*	Rs.	Rs.
14. Bhatkal Harbour investigation	..	9,324
15. Tadasa-Hebbe Tramway Survey	..	1,565
16. Tumkur-Sira Railway Survey	..	4,313
17. Kadur-Chikmagalur Railway Survey	..	5,603
18. Narasimharajpur-Sringeri Tramway Survey	..	14,220
19. Nanjangud-Kakankote Railway Survey	..	25,771
20. Forest Tramway Survey.	..	10,451
21 Sira-Chitaldrug Railway Survey.	..	4,609
22. Arasalu-Tirthahalli Railway Survey..	..	8,834
23. Kolar-Mulbagal Railway Survey.	..	104
24. Chikmagalur-Mudgere-Koppa Railway Survey.. ..	..	11,772
25. Mysore-Kakankote Tramway Survey	..	2,527
26. Mysore-Coorg Railway Survey.	..	4,339
27. Shimoga-Bhatkal Railway Survey	..	1,99,955
28. Mysore-Coorg Branch Railway Survey	..	2,185
29. Portable Tramways Survey.	..	7,069
30. Bangalore-Kunigal Tramway Survey.	..	1,292
31 Kemmangundi Hill Section	..	2,434
32. Banasandra-Voblapur Railway Survey.	..	4,930
33. Umblebyle Tramway.	..	242
34. Surveys Division.	..	1,095
35. Kemmangundi Ropeway Survey	..	2,091
Total ..	..	5,39,970
Land for Guaranteed Railway.		
1. Bangalore-Chikballapur light Railway	11,761	..
2. Chikjajur-Chitaldrug Railway	..	..
3. Kolar District Railway	1,573	..
Total ..	13,334	..

STATEMENT No. VI.

Capital outlay during and to end of the Financial year 1922-23.

Serial No.	Name of each individual Railway comprised in the system	Capital outlay during the financial year 1922-23				Capital outlay from commencement of operations to end of the Financial year 1922-23								Grand Total of columns 15 and 16
		On new lines, *i.e.*, lines under construction for which there is a separate grant	On Rolling Stock	On improvement of existing lines	Total Capital outlay	Total Capital outlay on final heads excluding ferries, but including interest on capital during construction		Average cost excluding ferries and suspense per mile		Suspense value of stock not finally charged off in the account		Total Capital outlay including ferries and suspense		
						Open	Under construction	Open	Under construction	Open	Under construction	Open	Under construction	
		Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Column 7 of this statement divided by length of track	Column 7 of this statement divided by length of track	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	In Rupees
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		Rs	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	Mysore-Arsikere Railway.	....	27,735	69,380	97,115	1,19,09,191	....	1,15,679		4,96,449	....	1,24,05,640	....	1,24,05,640
2	Bangalore-Mysore Railway.	....	8,82,970	2,92,500	11,75,470	67,13,533	....	78,037	79,036	5,637	....	67,19,170	....	67,19,170
3	Mysore-Nanjangud Railway.	....	....	....	....	6,60,993	....	41,835		....	....	6,60,993	....	6,60,993
4	Birur-Shimoga Railway.	....	....	29,627	29,627	24,90,673	....	65,419		28,706	....	25,19,379	....	25,19,379
5	Tarikere-Narasimharajapura Tramway.	....	—10,111	20,744	10,633	6,52,300	....	24,523	24,070	63,114	....	7,15,414	....	7,15,414
6	Kolar District Railway.	....	3,67,517	1,527	3,69,044	24,66,565	....	38,801	36,853	83,462	....	25,50,027	....	25,50,027
7	Bangalore-Chikballapur Light Railway.	....	1,73,759	8,761	1,82,520	14,69,344	....	38,036		1,906	....	14,71,250	....	14,71,250
8	Tadasa-Hebbe Tramway.	....	....	4,734	4,734	3,16,511	....	....	....	21,841	....	3,38,352	....	3,38,352
9	Kemmengundi-Benkipur Tramway.	50,285	—2,78,192	....	—2,27,907	....	8,38,786	....	....	....	11,127	....	8,49,913	8,49,913
10	Agasanahadlu-Benkipur Tramway.	46,086	....	....	46,086	....	10,00,326	....	....	....	....	....	10,00,326	10,00,326
11	Shimoga-Arasalu Railway.	155	....	....	155	....	3,39,139	....	....	....	—1	....	3,39,138	3,39,138
12	Nanjangud-Hardanhalli Railway.	....	....	....	....	....	1,33,497	....	....	....	5,000	....	1,38,497	1,38,497
13	Chickjajur-Chitaidrug Railway.	....	....	24,672	24,672	11,91,603	....	57,289	....	544	....	11,92,147	....	11,92,147

STATEMENT No. VI—*concld.*

Serial No.	Name of each individual Railway comprised in the system	Capital outlay during the financial year 1922-23				Capital outlay from commencement of operations to end of the Financial year 1922-23								Grand Total of Columns 15 and 16
		On new lines, *i.e.*, lines under construction for which there is a separate grant	On Rolling Stock	On improvement of existing lines	Total Capital outlay	Total Capital outlay on final heads excluding ferries, but including interest on capital during construction		Average cost excluding ferries and suspense per mile		Suspense value of stock, not finally charged off in the account		Total Capital outlay including ferries and suspense		
						Open	Under construction	Open	Under construction	Open	Under construction	Open	Under construction	
		Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement V of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Column 7 of this statement divided by length of track	Column 7 of this statement divided by length of track	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	Statement VI and XVIII of Capital and Revenue Accounts	In Rupees
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
14	Stores Special Suspense.	....	....	....	....	....	3,39,570	....	....	....	....	....	3,39,570	3,39,570
15	Ropeway Terminal Tramway	90,102	....	....	90,102	....	1,15,989	....	....	....	....	....	1,15,989	1,15,989
16	Umblebyle-Chornadahalli Tramway.	....	....	....	....	....	1,598	....	....	....	....	....	1,598	1,598
17	Nellagadda Burz Tramway.	....	....	....	....	....	3,133	....	....	....	....	....	3,133	3,133
18	Benkipur-Joldhal Tramway.	92,915	....	....	92,915	....	1,22,516	....	....	....	....	....	1,22,516	1,22,516
19	Hebbe-Talebidarehalla Tramway.	—24	....	....	—24	....	3,989	....	....	....	....	....	3,989	3,989
20	Hebbe-Sheragola Tramway.	507	....	....	507	....	2,283	....	....	....	....	....	2,283	2,283
21	Narasimharajapur Chickagrahar Tramway.	911	....	....	911	....	10,855	....	....	....	....	....	10,855	10,855
22	Junction works at Bhadravati.	86,055	....	....	86,055	....	86,055	....	....	....	....	....	86,055	86,055
23	Junction works at Rangenhalli.	15,314	....	....	15,314	....	15,314	....	....	....	....	....	15,314	15,314
24	Loco Yard at Bhadravati.	60,334	....	....	60,334	....	60,334	....	....	....	....	....	60,334	60,334
25	Wood Yard at Bhadravati.	22,853	....	....	22,853	....	22,853	....	....	....	....	....	22,833	22,853
26	Rolling Stock pertaining to the several Tramways.	....	20,14,995	....	20,14,995	....	20,14,995	....	....	....	....	....	20,14,995	20,14,995
27	Thadasa-Hebbe Tramway.	—21,842	....	....	—21,842	....	—21,842	....	....	....	....	....	—21,842	—21,842

STATEMENT No. VII.

Statement showing the income and expenditure on the Mysore Railways, Worked by the State for the year 1922-23.

Serial No.	Names of Railways	Gross earnings		Working expenses		Percentage of working expenses on gross earnings		Net earnings		Interest on Capital expended		Net Profit		Remarks
		1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	METRE GAUGE	Rs.	Rs.	Rs.	Rs			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	Mysore-Arsikere Railway ..	5,84,642	5,63,688	5,19,064	4,81,451	88·78	85·41	65,578	82,237	5,23,310	5,61,753	—4,57,732	—4,79,516	
2	Bangalore-Mysore „ ..	15,05,488	15,32,419	13,18,247	12,89,339	87·56	84·14	1,87,241	2,43,080	2,22,315	2,66,314	—35,074	—23,234	
3	Mysore-Nanjangud „ ..	1,02,210	1,16,966	89,883	1,00,242	87·93	85·70	12,327	16,724	26,440	26,440	—14,113	—9,716	
4	Birur-Shimoga „ ..	3,27,647	4,83,155	2,86,785	4,14,002	87·52	85·69	40,862	69,153	98,403	1,01,010	—57,541	—31,857	
5	Chikjajur-Chitaldrug „ ..	47,416	50,250	41,050	42,296	86·57	84 16	6,366	7,954	63,147	64,233	—56,781	—56,279	
	NARROW GAUGE													
6	Kolar District Railway ..	2,07,784	2,47,623	1,84,109	2,12,379	88·60	85·77	23,675	35,244	86,583	94,723	—62,908	—59,479	
7	Bangalore-Chikballapur Light Railway	1,87,366	1,56,627	1,63,781	1,31,847	87·41	86·09	23,585	21,780	51,264	55,188	—27,679	—33,408	
	2'—0" GAUGE													
8	Tarikere-Narasimharajapura Tramway	41,220	45,434	36,602	39,614	88·79	87·19	4,618	5,820	28,419	30,370	—23,801	—24,550	
9	Tadasa-Hebbe Tramway ..	309	6,402	234	6,121	75·72	95·61	75	281	22,517	16,770	—22,442	—16,489	
	Total ..	30,04,082	32,02,564	26,30,755	27,20,291	87·87	84·94	3,64,327	4,82,273	11,22,398	12,16,801	—7,58,071	—7,34,528	

STATEMENT No. VIII.

Details of Gross Earnings for the Financial Year 1922-23.

Coaching Traffic (Abstract H of the Capital & Revenue Accounts.

Serial No.	Railways	Ist Class		IInd Class		Intermediate Class		IIIrd Class		Season & Vendor Tickets		Total		Other Coaching Traffic	Total Coaching Traffic Earnings
		Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings	Number	Earnings		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
1	Metre Gauge ..	3,335	28,154	28 354	79,417	5,089	7,021	24.76,324	14,19,730	1,067	4,860	25,13,103	15,39,182	1,68,415	17,07,597
2	Narrow Gauge ..	232	679	4,091	5,788	..	..	7,45.696	2,79,370	78	451	7,50,020	2,85,837	15,782	3,01,619
3	Tramway ..	..	..	1,891	2,007	..	..	44,144	18,826	..	..	46,035	20,833	1,241	22,074

Goods Traffic (Abstract I of the Capital & Revenue Accounts).

Railways	Merchndise in General		Military Stores		Coal and Coke for public & foreign Railways		Revenue stores including coal and material for construction		Live Stock		Other Goods Traffic	Total Goods Traffic		Electric Telegraph	Steam Boat	Sundries	Total
	Tons	Earnings	Tons	Earnings	Tons	Earnings	Tons	Earnings	Tons	Earnings	Earnings	Tons	Earnings	Earnings	Earnings	Earnings	Earnings
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
Metre Gauge ..	2,79,507	9,41,939	46	428	4,878	8,208	24,228	18,493	5,074	5,576	12,219	3,08,659	9.86,631	2,319	..	49,730	27,46,478
Narrow Gauge ..	25,403	97,133	..	..	..	..	3,508	2,682	..	..	915	28,961	1,00,730	914	..	989	4,04,250
Tramway ..	7,113	28,031	..	..	..	..	1,738	1,419	..	..	..	8,871	29,450	176	..	132	31,836

STATEMENT No. IX.

Unit Mileage of Passengers and ton Mileage of Goods during the Official Year 1922-23.

Serial No.	Name of each individual Railway comprised in the system	Unit mileage of passengers in thousands abstract H of Capital and Revenue accounts						Freight ton mileage of Goods (in thousands) Abstract I of Capital and Revenue Accounts
		Iet Class	IInd Class	Intermediate Class	IIIrd Class	Season and Vender ticket	Total	
1	2	3	4	5	6	7	8	9
1	Metre Gauge	195	1,097	193	67,305	176	68,966	15,662
2	Narrow Gauge	5	90	..	14,138	23	14,256	1,197
3	Tramway	..	32	..	767	..	799	194

STATEMENT No. X.

Details of train mileage for the official year 1922-23 (in thousands of miles) Statement XIV of the Capital and Revenue Accounts.

Serial No.	Name of each individual Railway Comprised in the system	Coaching	Goods	Mixed proportion due to		Light proportion due to		Total train mileage (sum of Columns 3 to 8 and Miscellaneous)
				Coaching	Goods	Coaching	Goods	
1	2	3	4	5	6	7	8	9
		Train miles	Train miles	Train miles	Train miles	Train miles	Train miles	Train miles
1	Metre Gauge	109	147	239	61	3	2	634
2	Narrow Gauge	..	33	107	18	1	1	182
3	Tramway	..	15	..	7	1	..	46

STATEMENT No. XI.

Abstract of principal Commodities carried during the year ending 30th June 1923.

Sl. No.	Description of goods	Quantity	Earnings
	METRE GAUGE.	Tons	Rs.
1	Chalk, lime and lime stone	863	6,332
2	Coal and coke carried for the public and foreign Railways	4,878	8,208
3	Cotton—		
	(1) Raw	574	3,593
	(2) Twist and yarn	785	8,021
	(3) Piece goods European	16	111
	(4) Do Indian	1,272	12,917
	Total ..	2,647	24,642
4	Dyes and Tans	2,061	10,786
5	Fodder—		
	(1) Oil cake	381	2,020
	(2) Other fodder	982	5,523
	Totai ..	1,363	7,543
6	Fruits and vegetable fresh	3,042	15,768
7	Grain and pulse—		
	1. Grain and pulse	9,046	50,371
	2. Jawar and bajara	1,483	7,698
	3. Rice in the husk	4,547	20,589
	4. Rice not in the husk	9,217	50,956
	5 Wheat	779	4,104
	6. Wheat flour	1,426	8,700
	7. Others	13,474	80,116
	Total ..	39,972	2,22,534
8	Hemp (Indian and other fibres excluding Jute) ..	65	432
9	Hides and skins and leather—		
	1. Hides raw	59	519
	2. Skins raw	1,670	12,418
	3. Hides and skins Tanned and leather	73	534
	Total ..	1,802	13,471
10	Jute—		
	1. Raw	5	34
	2. Gunny bags and cloth	909	5,316
	Total ..	914	5,350
11	Marbles and stone	10,591	29,456
12	Metals—		
	1. Bars, sheets, girders and other commercial forms of iron and steel.	2,599	14,618
	2. Iron and steel machinery and mill works ..	1,235	6,932
	3. Metallic ore	1,11,142	1,57,157
	4. Others	3,195	12,383
	Total ..	1,18,171	1,91,090
13	Oils—		
	1. Kerosine	6,712	42,503
	2. Vegetable oils	1,774	8,909
	Total ..	8,486	51,412

STATEMENT XI—*contd.*

Sl. No	Description of goods	Quantity	Earnings
		Tons	Rs.
14	Oil seeds.—		
	1. Castor	575	2,600
	2 Cotton	1,746	8,366
	3. Earthnuts	1,237	6,596
	4. Linseed	8	50
	5. Rape and mustard	59	297
	6. Til or g.ngelly	3,179	15,637
	Total ..	6,804	33,546
15	Paper and paste board	111	763
16	Provision.—		
	1. Dried fruits and nuts	1,452	6,873
	2. Others	2,037	12,741
	Total ..	3,489	19,614
17	Railway plant and rolling stock carried for the public and foreign Railways	2,016	5,809
18	Salt	11,593	38,444
19	Spices.—		
	1. Betelnuts	5,787	32,871
	2. Chillies	399	2,970
	3. Others	1,684	9,027
	Total ..	7,870	44,868
20	Sugar.—		
	1. Refined and unrefined	1,383	7,345
	2. Gur, rab, jaggery, molasses	653	2,946
	Total ..	2,036	10,291
21	Tea	203	1,209
22	Tobacco.—		
	1. Raw	2,276	19,668
	2. Manufactured	188	1,679
	Total ..	2,464	21,347
23	Wood.—		
	1. Timber unwrought	18,800	72,893
	2. Do manufactured	1,368	6,988
	Total ..	20,168	79,881
24	Wool.—		
	1. Raw	51	334
	2. Others	171	983
	Total ..	222	1,317
25	All other articles of merchandise	32,600	1,06,492
	Total merchandise ..	28,44,431	9,50,605
	NARROW GAUGE		
1	Chalk, lime and lime stone	23	80
2	Coal and coke carried for the public and Foreign Railways	29	146
3	Cotton.—		
	1. Raw	3	40
	2. Twist and yarn	37	250
	3. Piece goods European	2	14
	4. Do Indian	135	1,040
	Total ..	177	1,344

STATEMENT XI—*contd.*

Sl. No.	Description of goods	Quantity	Earnings
		Tons	Rs
4	Dyes and tans	732	2,687
5	Fodder.—		
	1. Oil cake	72	267
	2. Other fodder	52	186
	Total ..	124	453
6	Fruits and Vegetables fresh	6,234	25,434
7	Grain and pulse.—		
	1. Grain and pulse	1,870	4,547
	2. Jawar and bajra	47	168
	3. Rice in the husk	73	243
	4. Rice not in the husk	1,910	7,521
	5. Wheat	9	36
	6. Do flour	24	128
	7. Others	629	1,817
	Total ..	4,562	14,460
8	Hemp Indian and other fibres excluding jute ..	1	5
9	Hides and skins and leather.—		
	1. Hides raw	24	61
	2. Skins raw	45	214
	3. Hides and skins tanned and leather.	115	296
	Total ..	184	571
10	Jute.—		
	1. Raw	5	9
	2. Gunny bags and cloth	215	999
	Total ..	220	1,008
11	Marble and stone	273	632
12	Metals.—		
	1. Bars, sheets, girders and other commercial forms of iron and steel	321	1,180
	2. Iron and steel machinery and mill work ..	10	32
	3. Metallic ores	..	..
	4. Others	274	1,257
	Total ..	605	2,469
13	Oils —		
	1. Kerosine	242	1,076
	2. Vegetable oils	67	245
	Total ..	309	1,321
14	Oil seeds.—		
	1. Castor	19	87
	2 Cotton	8	20
	3. Earthnuts	558	2,763
	4. Linseed	..	..
	5. Rape and mustard	2	6
	6. Til or gingelly	113	245
	Total ..	700	3,121
15	Paper and paste board—	2	16
16	Provision —		
	1. Dried fruits and nuts	284	1,076
	2. Others	2,481	7,424
	Total ..	2,765	8,500
	Carried over ..	16,940	62,247

STATEMENT XI—*contd.*

Sl.No.	Description of goods	Quantity	Earnings
		Tons	Rs.
	Brought forward ..	16,940	62,247
17	Railway plant and rolling stock carried for the public and Foreign Railways	47	54
18	Salt	1,214	4,055
19	Spices.—		
	1. Betel-nuts	338	1,716
	2. Chillies	24	111
	3. Others	117	390
	Total ..	479	2,217
20	Sugar.—		
	1. Refined and unrefined	2,578	10,608
	5. Gur, rab, jaggery, molasses	978	3,835
	Total ..	3,556	14,443
21	Tea	2	9
22	Tobacco.—		
	1. Raw	645	3,244
	2. Manufactured	55	397
	Total ..	700	3,641
23	Wood.—		
	1. Timber, unwrought	427	1,742
	2 Do manufactured	184	866
	Total ..	611	2,608
24	Wool—		
	1. Raw	18	123
	2. Others	4	22
	Total ..	22	145
25	All other articles of merchandise	1,911	7,894
	Total merchandise ..	25,482	97,313
	T. N. TRAMWAY.		
1	Chalk, lime and lime stone	4	18
2	Coal and coke carried for the public and foreign Railways.	..	..
3	Cotton.—		
	1. Raw		
	2. Twist and yarn	..	..
	3. Piece goods, European	..	..
	4. Do Indian	9	40
	Total ..	9	40
4	Dyes and Tans	..	..
5	Fodder.—		
	1. Oil cake	1	3
	2. Other fodder	54	249
	Total ..	55	252
6	Fruits and vegetable fresh	1	6
7	Grain and pulse.—		
	1. Gra n and pulse	17	77
	2. Jawar and bajra		
	3 Rice in the husk	18	69
	4. Rice not in the husk..	100	450
	5. Wheat	1	6
	6. Do flour	..	..
	7. Others	10	57
	Total ..	146	639

STATEMENT XI.—*contd.*

Sl. No.	Description of goods	Quantity	Earnings
		Tons	Rs.
8	Hemp (Indian) and other fibres excluding jute ..	..	..
9	Hides and skins and leather.—		
	1. Hides raw	1	4
	2. Skins raw	4	19
	3. Hides and skins Tranned and leather	..	..
	Total ..	5	23
10	Jute.—		
	1. Raw	..	..
	2. Gunny bags and cloth	2	12
	Total ..	2	12
11	Marble and stone	1	2
12	Metals.—		
	1. Bars, sheets, girders and other commercial forms of iron and steel.	3	16
	2. Iron and steel machinery and millwork ..	27	114
	3. Metallic ore	10	58
	4. Others	8	37
	Total ..	48	225
13	Oils.—		
	1. Kerosine	4	17
	2. Vegetable oils	1	6
	Total ..	5	23
14	Oil seeds.—		
	1. Castor	..	..
	2. Cotton	1	2
	3. Earthnuts	..	..
	4. Linseed	..	..
	5. Rape and mustard	..	..
	6. Til or gingly	..	..
	Total ..	1	2
15	Paper and paste board	..	..
16	Provisions.—		
	1. Dried fruits and nuts	8	37
	2. Others	6	27
	Total ..	14	64
17	Railway plant and rolling stock carried for the public and foreign railways	..	..
18	Salt	4	20
19	Spices.—		
	1. Betel-nuts	18	87
	2. Chillies	1	3
	3. Others—		
	Total ..	19	90
20	Sugar.—		
	1. refined and unrefined	1	4
	2. Gur, rub, jaggory Molasses	1	3
	Total ..	2	7

STATEMENT XI.—*concld.*

Sl. No.	Description of goods	Quantity	Earnings
		Tons	Rs.
		..	..
21	Tea	..	..
22	Tobacco.—		
	1. Raw	..	..
	2. Manufactured	1	2
	Total ..	1	2
23	Wood.—		
	1. Timber unwrought	6,595	25,997
	2. Do manufactured	27	133
	Total ..	6,622	26,130
24	Wood.—		
	1. Raw	..	..
	2. Others	3	28
	Total ..	3	28
25	All other articles of merchandise	171	448
	Total merchandise ..	7,113	28,031

STATEMENT XII.

Quantity of Coal consumed by Locomotives on Mysore Railways during the Financial year ending 30th June 1923.

Railway	Source of supply of coal			Description of fuel with the actual quantity consumed by locomotives and cost per ton											Average cost per ton of all fuel consumed by the Locomotives including all freight both rail and sea, etc.	Consumption in pounds calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 2½ tons of wood to one ton of coal and oil fuel being converted in terms of coal at the rate of 0·55 ton of oil fuel equals 1 ton of coal where nearer equivalents have not been determined by actual experiments			
				Foreign Coal			Indian coal			Wood			Oil fuel						
				Average cost per ton			Average cost per ton			Average cost per ton			Average cost per ton						
	Province	Coal field	Quantity of coal supplied from each coal field	Actual quantity in tons	Including all freight both rail and sea, etc.	At Pit's mouth	Actual quantity in tons	Including all freight both rail and sea, etc.	At Pit's mouth	Actual quantity in tons	Including all freight from the station of supply to the engine shed where issued to locomotives	At station supply	Actual quantity in tons	Including all freight from the source of production to the engine shed where issued to locomotives	At source of production		Per train mile	Per engine mile	Per 100 freight ton miles	Per 1000 gross ton miles
Metre Gauge Bangalore-Nanjangud, Mysore-Arsikere, Birur-Shimoga Chikjajur-Chitaldrug.	Bengal	Bastacolla coal	20011·1	....	....	....	19177 8	Rs. 26 2 9 per ton	Rs. 6 8 0 per ton	325·14	Rs. 11 0 0 per ton	Do	....	....	....	....	71·63	57·21	Nil	356·04
Narrow Gauge Kolar District, Bangaloro and Chikballapur Light Railway.	Bengal	Bastacolla	3076·5	....	....	....	3110·9	Rs. 24 1 9 per ton	R.. 6 8 0 por ton	44·11	Rs. 11 0 0 por ton	Do	....	....	....	....	43·06	37·00	Nil	485·46

STATEMENT XII—*concld.*

Railway	Source of supply of coal			Description of fuel with the actual quantity consumed by locomotives and cost per ton												Average cost per ton of all fuel consumed by the locomotives including all freight both rail and sea, etc.	Consumption in pounds calculated on the actual quantity of coal, wood being reduced in terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal at the rate of 0·55 ton of oil fuel equals 1 ton of coal where nearer equivalants have not been determined by actual experiments			
				Foreign Coal			Indian Coal			Wood			Oil fuel							
				Average cost per ton			Avarage cost per ton			Average cost per ton			Average cost per ton							
	Province	Coal Field	Quantity of coal supplied from each coal field	Actual quantity in tons	Including all freight both rail and sea, etc.	At Pit's mouth	Actual quantity in tons	Including all freight both rail and sea, etc.	At Pit's mouth	Actual quantity in tons	Including all freigh from the station of supply to the engine shed where issued to locomotives	At station supply	Actual quantity in tons	Including all freight from the source of production to the engine shed where issued to Locomotives	At source of production		Per train mile	Per engine mile	Per 1000 freight ton miles	Per 1000 gross ton miles
Tramways	Bengal	Bastacolla	630·10	....	....	....	811·3	Rs 26-9-5 per ton	Rs 6-8-0 per ton	27·5	Rs. 11-0-0 per ton	Rs. 11-0-0 per ton	Do	....	....	....	43·27	35·47	....	....

STATEMENT XIII

Number of Engines on the System for the year ending 30th June 1923 Capital and Revenue Accounts.

Metre Gauge

Miles Open 263

	Number at close of 1921-22	Number added during the year	Total on the 30th June 1923	Average number under repairs and renewals at any one time during the year	Percentage of the average number under repairs and renewals, etc.	Total number and supply	Remarks
a. Engines employed exclusively on passenger working ...	No. separate allotment is made.	..	..	..	..	..	Out of 32 Engines one has been sold to Iron Works and two have been condemned, hence total number of engines on 30th June 1923 is only 29.
b. Engines employed exclusively on goods working ..		..	..	..	..	..	
c. Engines employed exclusively on mixed or on both passenger working and goods working.		..	..	..	..	..	
d. Total of all classes ..	26	6	29	2·35	7·83	..	
e. Average number per mile of line open of all classes on 30th June 1923	11	..	..	..	..	..	
f. Total outlay on engines to end of June 1923 Capital and Revenue Accounts.	Rs. 16,32,269	..	..	..	..	..	
g. Outlay per mile of line open, that is calculated on the actual, not on the mean mileage open on 30th June 1923.	Rs. 6,207	..	..	..	..	..	
h. Gross ton mileage hauled per engine Analysis item 73 and 109 entry against the head .. (a) in column 4 of this statement that is 12 (1) ..	41,59.877	..	..	..	..	..	

STATEMENT No. XIII.

Number of engines on the system for the year ending 30th June 1923. Capital and Revenue Accounts.

NARROW GAUGE.

Miles Open 102.

Particulars	Number at close of 1921-22	Number added during the year	Total on the 30th June 1923	Average number under repairs and renewals at any one time during the year	Percentage of the average number under repairs and renewals, etc.	Total number under supply	Remarks
(a) Engines employed exclusively on passenger working (b) Engines employed exclusively on goods working (c) Engines employed exclusively on mixed or on both passenger working and goods working. (d) Total of all classes	No separate allotment is made. 7	3	10	1	10	Nil	
(e) Average number per mile of line open of all classes on the 30th June 1923	·09	....	....	....	....	....	
(f) Total outlay on engines to end of 30th June 1923 Capital and Revenue Accounts.	Rs. 6,41,391	....	....	....	....	....	
(g) Outlay per mile of line open, that is calculated on the actual, not on the mean mileage open on the 30th June 1923.	Rs. 6,288	....	....	....	....	....	
(h) Gross ton mileage hauled per engine. Analysis item 73 and 109 entry against the head (a) in column 4 of this statement that is 12 (1),	14,35,347	....	....	....	....	....	

T.-N. TRAMWAY.

Miles Open 27.

(a) Engines employed exclusively on passenger working (b) Do do on goods working (c) Do do on mixed or on both passenger working and goods working. (d) Total of all classes	No separate allotment is made. 4	..	4	2	50	Nil.	
(e) Average number per mile of line open of all classes on the 30th June 1923	·15	....	....	....	....	....	
(f) Total outlay on engines to end of 30th June 1923 Capital and Revenue Accounts.	63,596	....	....	....	....	....	
(g) Outlay per mile of line open that is calculated on the actual, not on the mean mileage open on the 30th June 1923.	2,355	....	....	....	....	....	
(h) Gross ton mileage hauled per engine. Analysis of items 73 and 109 entry against the head (a) in column 4 of this statement that is 12 (1),	Nil	....	....	....	....	....	

STATEMENT No. XIV.

Outlay on Rolling stock.

Particulars	Total outlay (Capital and Revenue Accounts statement No. VI).									Outlay per mile open								
	Metre Gauge					Narrow Gauge		2′—0″ Gauge		Metre Gauge					Narrow Gauge		2′—0″ Gauge	
	M.-A. Ry.	B.-M. Ry.	M.-N. Ry.	B.-S. Ry.	C.-C. Ry.	K. D. Ry.	B.-C. L. Ry.	T.-N. Ty.	T.-H. Ty.	M.-A. Ry.	B.-M. Ry.	M.-N. Ry.	B.-S. Ry.	C.-C. Ry.	K. D. Ry.	B.-C. L. Ry.	T.-N. Ty.	T.-H. Ty.
(*a*) Coaching stock of all classes including all purely brakevans used exclusively on paseenger service.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Motor Cars (Rail and Road).	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) Goods stock of all classes including all purely brakevans used indiscriminately on passenger, goods, or mixed service.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Total outlay on carriage XI (b).	25,05,673	13,62,664	..	..	..	4,82,766	2,50,485	41,479	7,500	24,339	15,839	..	..	..	7,601	6,474	1,559	789
Total outlay on Locomotives XI (a).	7,42,748	8,89,622	..	..	..	4,17,366	2 20,125	63,596	..	7,215	10,341	..	..	..	6,572	5,689	2,391	..
Total outlay on Rolling stock.	32,48,421	22,52,286	..	..	..	9,00,132	4,70,610	1,05,075	7,500	31,554	26,180	..	..	..	14,173	12,163	3,950	789

Separate outlay for Passenger coaches and goods stock are not available in the general books.

STATEMENT No. XV.—Coaching Stock for the year ending 30th June 1923.

Particulars	Number at close of 1921-22 (Capital and Revenue Accounts Statement No. 12)	Number added during 1922-23	Number at close of 1922-23	Number per mile of line open on the 30th June 1923 excluding II and III etc., Tracks	Average mileage run by each during 1922-23	Average mileage run by each per diem	Freight on mileage hauled per coaching vehicle during 1922-23	Number under supply on 30th June 1923	Average number under repairs or renewals at any one time during the official year (Week)	Percentage of the average number under repairs or renewals at any one time on the total stock	Remarks
1	2	3	4	5	6	7	8	9	10	11	12
METRE GAUGE.											
Royal Saloon Bogie	2	3	5	·019	..	..	..	..			
Reserved Carriages 4 wheeled	3	..	3	·014	..	..	..	..			
First Class Carriages 4 wheeled end door	2	..	2	·007	..	..	..	..			
Second Class Carriages 4 wheeled	2	..	2	·007	..	..	..	..			
First and Second Class 4 wheeled	3	..	3	·011	..	..	..	..			
Do Bogie	6	..	6	·022	..	..	..	..			
First, Second and Third Class Bogie	6	..	6	·022	..	..	..	..			
Composite, Intermediate and 3rd Class Bogie	2	..	2	·007	..	..	..	..			
Composite Intermediate and Third Class with Mails Bogie	2	..	2	·007	..	..	..	..			
Third Class Carriages ordinary 4 wheeled	12	..	11	·041	..	..	..	..	1·08	·85	One T. C. 106 condemned. Two converted into inter and Third class composite Bogie. One BLT 147 condemned on 28th August 1922.
Do Bogie	29	..	29	·110	..	..	..	..			
Third Class Carriages with brake 4 wheeled	11	..	11	·041	..	..	..	4			
Brake Vans with Third Class and Luggage 4 wheeled ..	19	..	18	·068	..	..	..	..			
Do Bogie	10	..	10	·038	..	..	..	..			
Third Class with Postal Compartment Bogie	2	..	2	·07	..	..	..	..			
Carriage Trucks 4 wheeled	4	..	4	·015	..	..	..	..			
Horse Boxes 4 wheeled	6	..	6	·022	..	..	..	..			
Luggage Vans 4 wheeled	5	..	5	·019	..	..	..	..			
Total ..	126	..	127	..	46,112	126·35	36,198	4	..	..	
NARROW GAUGE.											
Royal Saloon Bogie	1	..	1	·009	..	..	..	..			
Reserved Carriages 4 wheeled	1	..	1	·009	..	..	..	..			
Third Class Carriages without brake Bogie ..	11	..	11	017	..	..	..	..			
Do with brake Bogie	3	..	3	·029	..	..	..	..			
Third Class with brake Luggage and Postal Bogie ..	2	1	3	·029	..	..	..	..	·44	1.83	One BPTB converted into BLPTB and added *vide* item 5.
First, Second and Third Class Carriages Bogies	4	..	4	·039	..	..	..	..			
Third Class with brake Luggage Bogies	1	..	1	·009	..	..	..	..			
Third Class with brake and Postal Bogie	1	..	..	..	..	..	..	..			
Total ..	24	..	24	..	50,068	137·17	35,977	..	..	..	
T. N. Tramway. 2′—0″.											
Third Class Carriage without brake Bogie	2	..	2	·07	..	..	..	Nil	·058	1·45	
Do with brake Bogie	2	..	2	·07	..	..	..	Nil	·058	1·45	

STATEMENT No. XVI.

(5) Goods Stock for the year ending 30th June 1923.

Particulars	Number at close of 1921-22	Number added during 1922-23	Number at close of 1922-23	Number per mile of line open on 30th June 1923	Average mileage run by each during 1922-23	Average mileage run by each per diem	Freight on mileage hauled as per Goods vehicles during 1922-23	Average Tare of each	Average carrying capacity of each	Number under supply on 30th June 1923	Average number under repairs or renewals at any one time during the official year (week)	Percentage of average number under repairs or renewals	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14
METRE GAUGE.													
Covered goods, ordinary, 4 wheeled	186	..	186	·7	..	..	..	3 10 7	13				
Do Bogie ..	17	..	17	·064	..	..	..	10 0 20	0				
Medium sided Bogie ..	24	..	24	·091	..	..	..	9 11 19	0				
High sided, ordinary, 4 wheeled ..	60	..	60	·228	..	..	..	3 3 8	0				
Low sided, ordinary, 4 wheeled ..	38	..	36	136	..	..	..	4 10 11	15*				* 2 L.S. trucks converted into P T.L. and added. † one crane No. 494 was handed back to M. & S. M. 24th July 1922.
Horse wagon	1	..	1	·003	..	..	..	5 7 8	0				
Timber or rail wagons, 4 wheeled	43	2	45	·171	..	..	..	3 0 9	0				
B.M. wagons with timber bolsters	5	..	5	·019	..	..	..	9 0 23	0	Nil	2·1	·53	
Timber or rail wagons with single bolsters, 4 wheeled ..	3	..	3	·011	..	..	..	3 2 8	0				
Brake vans, 4 wheeled ..	5	..	5	·019	..	..	..	6 0 3	5				
Travelling cranes 4 wheeled ..	7	..	6	·022	..	..	..	28 0 5	0†				
Accident van, 4 wheeled ..	2	..	1	·003	..	..	..	5 10 5	10				
Powder vans, 4 wheeled ..	2	..	2	·007	..	..	..	5 6 11	0				
Total ..	393	2	91	..	101·48	87·80	36·827	..	..	..	..	..	..
NARROW GAUGE.													
Covered goods, ordinary, 4 wheeled	34	..	34	·33	..	..	..	3 3 6	10				
Do Bogie ..	10	..	10	·098	..	..	..	6 8 13	13				
High sided wagons, 4 wheeled ..	16	..	16	·156	..	..	..	3 0 7	0				
Do Bogie ..	3	..	3	·029	..	..	..	6 5 13	10				
Low sided wagons, ordinary, 4 wheeled	20	..	20	·196	..	..	..	2 15 7	5	Nil	·86	·97	
Timber trucks, Bogie ..	2	..	2	·019	..	..	..	5 8 14	1*				
Brake vans, 4 wheeled ..	2	..	2	·019	..	..	..	7 0 3	0				
Travelling cranes, 4 wheeled ..	2	..	2	·019	..	..	..	21 0 5	0				
Total ..	89	..	89	..	5 9·6	13·06	11·591	..	..	..	..	..	..
T.-N. TRAMWAY													
Covered goods wagons, 4 wheeled	2	..	2	·07	..	..	..	1 10 2	10				
Timber or rail wagons ..	20	..	20	·76	..	..	..	1 0 5	0				
Platform wagons	12	..	12	·46	..	..	..	1 0 5	0	Nil	·35	·97	
Travelling cranes	2	..	2	·07	..	..	..	3 0 1	10				
Total ..	36	..	36	..	Nil	Nil	Nil	..	..	..	..	..	..

STATEMENT No. XVII.

Mileages run by Engines for the year ending 30th June 1923.

Gauge	Total miles run during 1922-23	Miles run by each Engine per annum (Average)	Mileage run by each Engine per diem (Average)
Metre	6,33,512	21,845	60
Narrow	1,82,427	18,243	50
T..N. Tramway	46,103	11,526	32
Total ..	8,62,042	51,614	142

STATEMENT No. XVIII.

Locomotives and Vehicles fitted with Automatic Vacuum brake on the 30th June 1923.

Number of Locomotives and Coaching and Goods vehicles excluding cranes with dummies fitted with automatic vacuum brakes

Particulars	Locomotives			Coaching vehicles including brake vans exclusively on passenger service						Goods vehicles including brake vans used indiscriminately on passenger, goods or mixed service but excluding cranes and their dummies						Remarks
	Number fitted	Number not fitted	Percentage of fitted on total	Braked	Piped	Not fitted	Total	Percentage of braked on total	Percentage of piped on total	Braked	Piped	Not fitted	Total	Percentage of braked on total	Percentage of piped on total	
METRE GAUGE.—																
Locomotives.—	21	8	72·41	..	..	..	..	..	..	..	..	..	..	..	..	
1 Saloons, Royal and State Bogie	..	..	..	5	..	..	5	100	..	..	..	..	..	..	..	
2. Reserved Carriages 4 wheeled	..	..	..	3	..	..	3	100	..	..	..	..	..	..	..	
3. First class carriages 4 wheeled	..	..	..	1	..	1	2	50	..	..	..	..	..	..	..	
4. First and Second class carriages 4 wheeled	..	..	..	1	..	2	3	33·3	..	..	..	..	..	..	..	
5. Second class carriages 4 wheeled	..	..	..	1	..	1	2	50	..	..	..	..	..	..	..	
6. First and Second class carriages Bogie	..	..	..	6	..	..	6	100	..	..	..	..	..	..	..	
7. First, Second and Third class Bogie	..	..	..	6	..	..	6	100	..	..	..	..	..	..	..	
8. Composite Intermediate and Third class Bogies	..	..	..	2	..	..	2	100	..	..	..	..	..	..	..	
9. Composite Intermediate and Third class Mail Bogies	..	..	..	2	..	..	2	100	..	..	..	..	..	..	..	
10. Third class carriages ordinary 4 wheeled	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	
11. Third class carriages Bogie	..	..	..	29	..	..	29	100	..	..	..	..	..	..	..	
12. Third class carriages with brake and luggage 4 wheeled	..	..	..	14	..	4	18	77·3	..	..	..	..	..	..	..	
13. Third class carriages with Postal Compartment Bogie	..	..	..	2	..	..	2	100	..	..	..	..	..	..	..	
14. Third class carriages with brake 4 wheeled	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	
15. Third class carriages with brake and luggage bogie	..	..	..	10	..	..	10	100	..	..	..	..	..	..	..	
16. Horse Box 4 wheeled	..	..	..	3	3	3	6	50	50	..	..	..	..	..	..	
17. Carriage trucks 4 wheeled	..	..	..	2	2	2	4	50	50	..	..	..	..	..	..	
18. Luggage vans 4 wheeled	..	..	..	1	..	4	5	25	..	..	..	..	..	..	..	
19. Covered goods wagons Bogie	..	..	..	..	..	..	..	..	..	16	..	1	17	94	..	
20. Covered goods wagons 4 wheeled	..	..	..	..	..	..	..	..	..	44	3	139	186	236	16	
21. Low sided wagons 4 wheeled	..	..	..	..	..	..	..	..	..	..	3	35	38	..	7·8	
22. High sided wagons 4 wheeled	..	..	..	..	..	..	..	..	..	4	11	45	60	6	18·3	
23. Medium sided wagons Bogie	..	..	..	..	..	..	..	..	..	..	..	24	24	..	..	
24. B. M. wagons with timber bolsters	..	..	..	..	..	..	..	..	..	5	..	..	5	100	..	

STATEMENT XVIII—*concld.*

Number of Locomotives and Coaching and Goods vehicles excluding cranes with dummies fitted with automatic vacuum brakes

Particulars	Locomotives			Coaching vehicles including brake vans exclusively on passenger service						Goods vehicles including brake vans used indiscriminately on passenger, goods or mixed service but excluding cranes and their dummies						Remarks
	Number fitted	No. not fitted	Percentage of fitted on total	Braked	Piped	Not fitted	Total	Percentage of braked on total	Percentage of piped on total	Braked	Piped	Not fitted	Total	Percentage of braked on total	Percentage of piped on total	
25. Timber trucks 4 wheeled	..	..	..	..	..	..	..	..	..	40	..	3	43	93·02	..	
26. Timber trucks with single bolsters 4 wheeled	..	..	..	..	..	..	..	..	..	..	..	3	3	..	..	
27. Brake van 4 wheeled	..	..	..	..	..	..	..	..	..	..	4	1	5	..	80	
28. Horse wagons 4 wheeled	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	
29. Accident van 4 wheeled	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	
30. Powder vans 4 wheeled	..	..	..	..	..	..	..	..	..	..	2	..	2	..	100	
31. Travelling cranes 4 wheeled	..	..	..	..	..	..	..	..	..	..	..	6	6	..	..	
NARROW GAUGE.—																
Locomotives.—	3	7	30%	..	..	..	..	..	..	..	..	..	..	..	..	
	Nil							Nil							Nil	
T.-N. Tramway.—	Nil							Nil							Nil	

STATEMENT No. XIX.

Vehicles lighted by gas and electricity for the year ending 30th June 1923.

Particulars	Number of Vehicles suitable for lighting by gas or electricity	Number of vehicles fitted for lighting with			No. of vehicles not fitted	Percentage of fitted to total (Col. 5×100 ÷ by col. 2)	Remarks
		Gas	Electricity	Total			
1	2	3	4	5	6	7	8
METRE GAUGE.							
Saloons Royal and State	5	..	5	5	..	100	
Reserved Carriages 4 Wheeled	3	2	1	3	..	100	
First class carriages 4 wheeled	2	2	..	2	..	100	
First and Second class carriages 4 wheeled	3	2	1	3	..	100	
Second class carriages 4 wheeled	2	2	..	2	..	100	
First and second and class carriages Bogie	6	1	5	6	..	100	
First Second and Third Class Bogie	6	..	6	6	..	100	
Composite Intermediate and Third class Bogie	2	..	2	2	..	100	
Composite Intermediate Third class with mails Bogie	2	..	2	2	..	100	
Third class Carriages ordinary 4 wheeled	11	11	..	11	..	100	
Third class carriages Bogie	29	19	10	29	..	100	
do with brake 4 wheeled	11	11	..	11	..	100	
do with brake and luggage do	18	11	7	18	..	100	
do do Bogie	10	2	8	10	..	100	
Third class with Postal Compartment Bogie	2	1	1	2	..	100	
Horse Boxes 4 wheeled	6	4	2	6	..	100	
Carriage Truck 4 wheeled	4	4	..	4	..	100	
Luggage Vans 4 wheeled	5	5	..	5	..	100	
Total	127	77	50	127	..	100	
NARROW GAUGE.							
State Saloon Bogie	1	..	1	1	..	100	
Inspection Carriage 4 wheeled	1	..	1	1	..	100	
1st, 2nd and 3rd class Bogies	4	..	2	2	2	50	
III class carriages Bogie	11	..	7	7	4	63·6	
do with brake	3	..	1	1	2	33·3	
III class with brake luggage Bogie	1	..	1	1	..	100	
do with brake luggage and Postal Bogie	3	..	1	1	2	33·3	
Total	24	..	14	14	10	..	
T..N. TRAMWAY.							
III class Bogie	2	..	..	..	2	..	
do with brake	2	..	..	..	2	..	
Total	4	..	..	..	4	..	

STATEMENT No. XX.

Statement showing the Dispensaries maintained on the Mysore State Railways worked by the M. & S. M Railway Co., and also by the State during the year 1922-23.

Serial No.	Names of Railways	Number of Dispensaries	Dispensaries maintained at	Cost exclusive of Medicines	Cost of Medicines	Total cost	Proportionate debit to Mysore State
	Lines worked by the M. & S. M. Railway Co.—			Rs.	Rs.	Rs.	
1	Bangalore-Harihar Railway	3	Bangalore City, Arsikere and Harihar.	..	..	5,498	750·70
2	Bangalore-Hindupur Railway						
3	Kolar Gold Fields Railway	2	Bangalore Cantt. Bowringpet	..	..	2,887	13·59
	Lines worked by the State.—						
4	Bangalore-Mysore Railway	2	Mysore & Tarikere.	3,286	672	3,958	3958
5	Mysore-Nanjangud Railway						
6	Birur-Shimoga Railway						
7	Mysore-Arsikere Railway						
8	Kolar-District Railway						
9	Bangalore-Chickballapur Light Railway						
10	Tarikere-Narasimhrajapura Tramway						
11	Chikjajur-Chitaldrug Railway						
12	Iron Works Tramway						

STATEMENT No. XXI.

Statement showing the nature of accidents that occurred on Mysore State Lines worked by the Madras and Southern Mahratta Railway Co., and on the Mysore Railways worked by the State during the year 1922-23.

Sl. No.	Names of Railways	To persons	Derailment during shunting operations	Accidents to bullock carts at level crossings	Parting of trains	Block irregularities	Engine failures	Cattle run over by trains on lines	Other minor accidents
1	2	3	4	5	6	7	8	9	10
1	Lines worked by the Madras and Southern Mahratta Railway Co., Ltd.—								
	On Metr Gauge lines	14	19	1	..	..	16	83	18
	On Broad ,, ,,	3	8	..	..	..	3	13	..
2	Lines worked by the State.—								
	On Metre Gauge lines	8	12	1	4	2	13	96	13
	On Narrow ,, ,,	5	4	..	1	..	12	8	3
	On Tarikere-Narasimharajapura Tramway 2'—0" Gauge.	1	7	..	7	..	4	1	..
	Total ..	31	50	2	12	2	48	201	34

STATEMENT No. XXII.

Statement showing the strength and cost of the Railway Police employed on the Mysore State Railway worked by the M. & S. M. Ry. Co., Ltd., during 1922-23.

Year	Strength			Cost	Total	Remarks
	Officers	Men	Total			
				Rs. a. p.	Rs. a. p.	
1922-23	11	73	84	29,339 10 8		Controlling staff 1. District Superintendent of Police Duty allowance at 100 per mensem.
Conveyance allowance for 1 Inspector, 2 Sub-Inspectors at 15 each.	..	..		540 0 0 780 0 0	31,319 10 8	
Do 1 Sergt. 20 ..	..	..		240 0 0		
Controlling staff ..	..	..		1,200 0 0	....	
Bangalore-Hindupur Railway.						
1922-23	..	2	2	Rs. a. p. 522 0 0	Rs. a. p. 522 0 0	
Kolar Gold Fields Railway (B. W. T. Section.)						
1922-23	2	12	14	Rs. a. p. 4,925 5 4 180 0 0 Con. all.	Rs. a. p. 5,105 5 4	

Statement showing the strength and cost of the Railway Police employed on the several lines worked by the State for the year 1922-23.

Sl. No.	Sections	Actual No.		Total	Cost
		Officers	Men		
					Rs. a. p.
1	B.-M.-N. Section	3	40	43	10,650 9 5
2	M.-A. Railway	2	25	27	7,464 11 11
3	Bangalore-Kolar Railway	3	34	37	9,979 8 6
4	Birur-Shimoga Railway	3	20	23	6,024 8 0
5	C.-C. Railway	1	10	11	2,647 10 1
6	Kolar Gold Fields	1	16	17	4,098 3 8
7	T.-N. Tramway	1	8	9	1,896 7 3
	Total ..	14	153	167	42,761 10 10

STATEMENT No. XXIII.—Number of servants of all races employed in the system (open lines only) and the amounts deposited by them in the Provident Fund at the close of 30th June 1923.

Number of servants employed								Number of depositors in the Provident Fund		Amount at their credit in the provident fund on 30th June 1923			
Europeans		Anglo-Indians		Indians		Total							
1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	1921-22	1922-23	Voluntary	Compulsory	Voluntary deposit	Compulsory deposit	Bonus given by the Rys.	Total
5	5	31	33	2,756	2,314	2,792	3,252	....	957	....	Rs. a. p. 2,49,985 11 4	Rs. p. p. 1,11,262 9 7	Rs. a. p. 3,61,248 4 11

STATEMENT No. XXIV.—Number of men enrolled as Volunteers at the end of Financial year 1922-23.

Particulars	Enrolled strength					Total number of Europeans and Anglo Indian employees on the Railway	Sergeant instructors furnished by the army	Remarks
	Efficients			Non-efficients	Total number of volunteers of all nationalities in corps including those on construction works			
	Officers	Non-commissioned officers	Volunteers					
Loco and Carr. Department	....	....	13	....	13	38	....	

STATEMENT No. XXV.—Transactions of the fine fund for the Official year 1922-23.

Balance on 30th June 1922	Assets			Liabilities						Balance on hand on 30th June 1923
	Fine and Bonus forfeited during 1922-23	Interest on balance for 1921-22	Total	Hospital for sick employees	Compassionate allowance	Schools	Recreation clubs	Miscellaneous	Total	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2,925	1,231	100	4,256	....	....	50	75	10	135	4,121

Mono WD 1154—GPB—100—1-2-24.

MYSORE RAILWAYS.

Diagram showing for each year the Total Capital Outlay, Gross Earnings, Working Expenses, and length in Miles. Open, also Percentage of Net Earnings on Capital outlay and Percentage of Working Expenses to Gross Earnings.

Note:—

Scale for Percentage of Net Earnings on Capital Outlay on Open lines = 1" = 1 percent.

Total Working Expenses of all lines. } = 1" = 5 lakhs.
Total Gross Earnings of all lines. }

Total Capital Outlay on all lines. = 1" = 40 lakhs.

Total Miles Open. = 1" = 50 Miles.

Percentage of Working Expenses to Gross Earnings. = 1" = 10 percnt.

12" 11" 10" 9" 8" 7" 6" 5" 4" 3" 2" 1" 0"

Percentage of Working Expenses to Gross Earnings.

Total Miles Open.

Total Capital Outlay on all lines.

Total Gross Earnings of all lines.

Total Working Expenses of all lines.

Percentage of Net Earnings on Capital Outlay on Open lines.

84·94 percent.

402·00 Miles.

285·723 lakhs.

32·025 lakhs.

27·20 lakhs.

1·59 percent.

1912 – 1913. 1913 – 1914. 1914 – 1915. 1915 – 1916. 1916 – 1917. 1917 – 1918. 1918 – 1919. 1919 – 1920. 1920 – 1921. 1921 – 1922. 1922 – 1923.

G. P. S. VI--G/32]

SUBJECT .....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

, the 192 .

Date of issue 17/1/24

Signed by W. D. Kempson Secy Dept

Section S.M.

File No. 131 - 23.

Serial No. 4.

No. 10849

To The Supdt, Govt. Printing in Mysore

Sir,

In continuation of this office letter no. S9858/S.M. of the 19th Dec^r 1923, I am directed to state that the Auditor's Report ~~and~~ which forms Appx C ~~thereto~~ to the Administration Report on Railways need not be printed. ~~He has sent~~ Only the Agents report and the Statements may be printed and bound along with the Review which has been despatched separately.

Yours etc

Sd/- Chief Secy 16/1

10850

Copy of the above is forwarded to the Secy to Govt for Railways for information.

Sd/- Chief Secy 16/1

over Sd/- Chief Secy 16/1

WD 0632 - GPB—18500—16-8-23

16/1

MRM-S 22-3,500-31-7-22

112

RAILWAY SECRETARIAT.

No. R.S. 1399 Original 1-1-24 23162

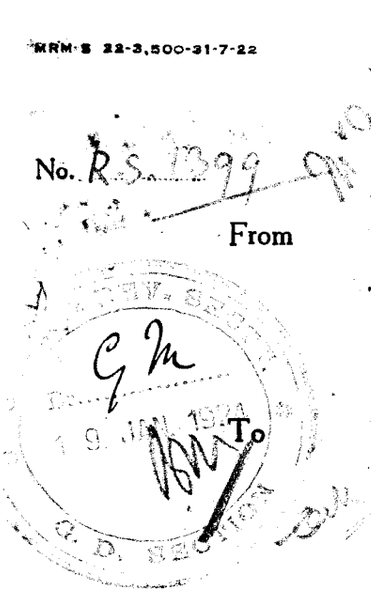
Mysore, 18th January 1924.

Gm 4295-

From

The Secretary to the Government of Mysore for Railways,

MYSORE.



To

The Chief Secretary to the Government of Mysore,
Bangalore.

Railway Administration Report for 1922-23.

Sir,

I have the honour to inform you that file No.34 G. of 1922 of this office was put up in connection with the above reference, and forwarded with D.No.1026 of 17th November 1923 and to request that you will be so good as to return the same if no longer required.

I have the honour to be,
Sir,
Your most obedient servant,

G Ram Swamy

For Secretary for Railways,
Government of Mysore.

18.1.24

VRB.

Draft- Subs requiring the file - issue by 21-1-24

Copied by

Examined by

G. R. S. VI—G/32]

4295

SUBJECT .....

.....

.....

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

, the 192 .

Date of issue 22.1.24

Signed by Mr. Venkata Rao.

Section

File No.

Serial No.

No. § 111/18/Gen/Pub

To

The Secy to Govt. for Railways

Sir,

~~Address~~

With reference to your letter no. R/S/1395 of the 18th January 1924, I am directed to forward herewith your Office file no. 34 G of 1922 regarding the Admn Report for 1921-2.

I have etc

Sd/ 21.1.24

for Chief Secy to Govt

M
21/1.

over.

WD 0632 - GPB—1800—16-8 23